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**TESTED** DUCATI PANIGALE 1299, APRILIA RSV4 RF, YAMAHA YZF-R1,  
NORTON COMMANDO 961 CAFÉ RACER, YAMAHA YZF-R3, BMW F 800 R

**FEATURES** DIY SPRAY PAINTING, CHANGING WHEELBEARINGS, INSIDE VYRUS,  
MY FIRST TRACK DAY, CALIFORNIA SUPERBIKE SCHOOL L1, NINJA CUP

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# PERFORMANCE PACKED

G'day,

Thanks for picking up this issue of *Rapid Bikes*. As you can see by the cover, this edition is packed with performance bikes and features about our lifestyles as performance motorcyclists.

Last issue I was having a justified whinge about the lack of action on the latest bikes. Well, as you will read this issue, it's all starting to happen now albeit very late in the year. It's all high rpm and rev limits now!

We've got plenty of tests for you this issue. Tony 'Pommie' Wilding takes a quick spin on the Beemer F 800 R and Kris Hodgson rides the little Yamaha R3, the bike set to take on the Ninja 300 head-to-head. Roland Brown cuts some laps on the new Aprilia RSV4 RF and reckons it is the best Aprilia RSV4 to date. Our main road tests are on the Ducati Panigale 1299 and Yamaha YZF-R1, with both bikes impressing me on real Aussie roads.

For the retro heads out there, we even spent a few days fanging a Norton Commando 961 Café Racer.

For those of you with an appreciation of incredible engineering and pure performance, we've assembled a trio of high-end bikes for you – the Confederate Hellcat, Drysdale V8 1000 and Ducati Desmosedici RR. The latter bike an ex Troy Bayliss personal bike, recently sold to the late Scott Windsor, whose bikes regularly grace our pages.

If that's not enough rapid content for you, check out the crazy 'motarded HD Dyna on page 68! That is the way a Harley should look and go!

You can also check out our staff bikes updates, plenty going on there with Kris's Daytona 675, my old 'Blade and Mick's 'Busa, which he ran a 9s pass on! Unreal and when you see the combined weight you will know why!

Ned Shaw is back with his *Retarded Spark* column this issue and we also have a heap of cool features including a behind the scenes interview and look into Vyrus motorcycles, California Superbike School



Level One and Richard Collins takes his son William to his very first track day and Will gets his knee down straight-up!

Pommie also continues his DIY spraypainting lessons, I show you how to change the wheel bearings on your bike and Kris fits an exhaust system plus an auto chain oiler.

As well as riding the latest and greatest, I've also had the pleasure of testing a very special bike between issues. The machine (pictured) is the creation of well known and celebrated engine guru, Peter Molloy, and is a very trick thing. What appears to be a CBR250 is actually very close to 100hp and is powered by a Molloy 650 parallel twin based on the tractable ER6 engine. Along with Richard Collins and his Woolich Log Box Pro knowledge we have been tuning the bike at Sydney Motorsports Park for Pete's future land speed class record... Stay tuned for more!

Enjoy the issue and don't forget to send us a pic for the *Knee Down Club* page (p122)...

*Jeff Ware*



As well as riding the latest and greatest, I've also had the pleasure of testing a very special bike between issues...





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## GUY MARTIN RIDES 1000HP, 600-PLUS KM/H TRIUMPH!

Guy Martin and Triumph attempt to bring the record back home. As we went to print Triumph had confirmed its intention to break the motorcycle land speed record at the salt flats of Bonneville, USA, in August. While the current record stands at 376.363mph, the Triumph team is aiming to surpass that over the measured mile.

Piloting the purpose built 1000hp Triumph Rocket Streamliner will be Isle of Man TT racer, truck mechanic and TV presenter Guy Martin. Well known for his love of speed, Guy is relishing the prospect of bringing the land speed record back to Triumph – and the UK – after an absence of 45 years.

Triumph has a long legacy of smashing the land speed record and held the title of "World's Fastest Motorcycle" from 1955 to 1970 with the exception of a brief 33-day period. The record-breaking Triumph streamliners

of that period were Devil's Arrow, Texas Cee-gar, Dudek Streamliner and Gyronaut X1, the former achieving a top speed of 245.667mph (395.28km/h). Today's bar, held by Rocky Robinson since 2010 riding the Top Oil-Ack Attack streamliner, sits at 376.363mph (605.697 km/h).

The 2015 Triumph Rocket Streamliner features a carbon-Kevlar monocoque construction with two turbocharged Triumph Rocket III engines producing a combined 1000 bhp at 9000rpm. Powered by methanol fuel, the bike is competing in the Division C (streamlined motorcycle) category.

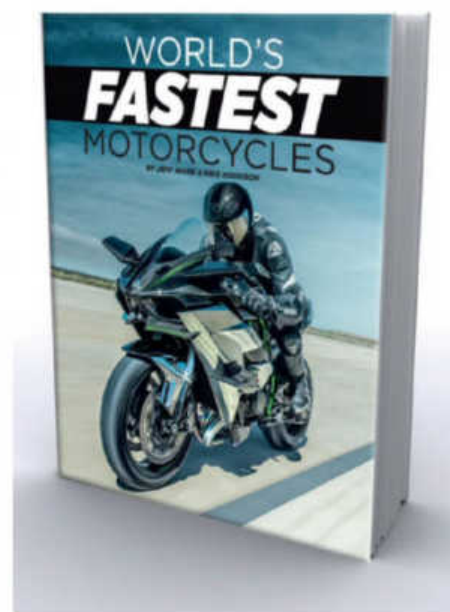
The iconic Bonneville name was conceived following Johnny Allen's land-speed record runs at the Salt Flats in September 1955, when he reached the record breaking speed of 193.72mph. The first T120 Bonneville model was unveiled at the Earls Court Bike Show and went on sale in 1959.

To follow the progress of the world land speed record attempt, please visit [triumph.co.uk](http://triumph.co.uk) or [guymartinracing.co.uk](http://guymartinracing.co.uk).



## PETER MOLLOY LAND SPEED SPECIAL IN DEVELOPMENT!

Celebrated and legendary four-stroke engine specialist Peter Molloy, the man that got Wayne Gardner his big break when Wayne rode the famous Mentor Molloy Superbike in the early 1980s, has far from stopped building fast bikes. At 80-years young, Molloy, from the Central Coast of NSW, is looking to set a Land Speed Record in 2016 and has built the one of world's most powerful parallel twin 650 four-strokes, based on the Kawasaki ER6 engine. The development of the 'WDM-650 Proto' has been underway for over 24-months and recently testing and tuning has been taking place at Sydney Motorsport Park ride days thanks to Steve Brouggy, with our own Ed at the 'bars along with the experienced Danny Deste, with Richard Collins tuning via Woolich Log Box Pro. Peter has also had Avon tyres donated by Greg Parker of Pro Accessories and Dyno time (over 170 dyno runs) from Dudley's Motorcycles, along with support from Metro MC Wreckers... Stay tuned for more....



## WORLD'S FASTEST MOTORCYCLES

Speed, high horsepower, the icons and the current high-tech weapons, all celebrated in a glossy book full of incredible images and detail. *World's Fastest Motorcycles* is written by the *Rapid Bikes* team and features in-depth reviews of the most iconic high-speed machines of the current era of performance motorcycling. It's a must-have for any performance buff. If you like *Rapid Bikes*, you will love *World's Fastest Motorcycles* – a great idea for a Father's Day gift too. Available in all good newsagents, bookstores or from [UniversalShop.com.au](http://UniversalShop.com.au)



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Guy Martin - 3rd

### Pokerstars Senior TT

James Hillier - 2nd  
Ian Hutchinson - 3rd

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## AIDEN WAGNER, 2014 RK CHAINS SAMURAI AWARD WINNER, PRESENTED BY *KNEE DOWN* MAGAZINE

Rising star Aiden Wagner has won the most prestigious Rider Encouragement Award in Australia, the RK Chains Samurai Award.

A panel of racing industry experts and riders vote on the award each year at the end of the season. For the 2014 season, Aiden scored the majority of votes, prior to his win on the Team Honda superbike in his debut superbike race.

The Brisbane resident started racing motocross in 2005 and continued until 2010 when he started road racing in the 2011 GP125 class. In 2012 Aiden competed in Superstock in the ASC as well as FX600, winning the Superstock class at Phillip Island during the MotoGP round.

In 2013 Wagner won the C Grade FX600 title and again won at the MotoGP round.

It was 2014, however, that Wagner really shone

as his experience grew, winning the ASC Supersport title, finishing second in the ASBK Supersport class and competing in Moto2 at Phillip Island as a wildcard on the Marc VDS Moto2 machine.

Early this year, Wagner competed in his very first superbike race, taking a win on the Team Honda Racing CBR1000RR.

Wagner is currently in Europe.

Aiden Wagner, "It is a real honour to win this award. I'm very excited. Myself and everyone involved in my racing from family to friends, team members and sponsors, have been so supportive of me over the years. To win this award means a lot to me and is a great motivator. So many great riders come from Australia and I hope to be one of them!"

"Thanks to Link International, RK Chains and *Knee Down* magazine for the continued support



of Australian riders".

Aiden will be presented with the award on his return to Australia.

## RK CHAINS SAMURAI AWARD ROLL OF HONOUR

|                       |                       |
|-----------------------|-----------------------|
| 2014 Aiden Wagner     | 2000 Craig Coxhell    |
| 2013 Matthew Walters  | 1999 Broc Parkes      |
| 2012 Josh Hook        | 1998 Anthony West     |
| 2011 Mike Jones       | 1997 Martin Craggill  |
| 2010 Troy Herfoss     | 1996 Mark Willis      |
| 2009/2010 Not Awarded | 1995 Rip Crocker      |
| 2008 Pat Medcalf      | 1994 Anthony Gobert   |
| 2007 Jason O'Halloran | 1993 Troy Corser      |
| 2006 Jamie Stauffer   | 1992 Michael O'Connor |
| 2005 Mark Aitchison   | 1991 Mat Mladin       |
| 2004 Adam Fergusson   | 1990 Daryl Beattie    |
| 2003 Kevin Curtain    | 1989 Rene Bongers     |
| 2002 Shannon Johnson  | 1988 Mick Doohan      |
| 2001 Josh Brookes     | 1987 Grant Hodson     |



## MY FIRST MOTORCYCLE

This is your complete guide to getting started as a motorcyclist. Written by the experienced team from *Rapid Bikes*, *My First Motorcycle* covers rider training from many levels, buying a bike, finance, security, insurance, new and used models, getting licensed in all States, technical tips, lots of riding tips, social tips and lots, lots more. Grab a copy now from your local newsagent or UniversalShop.com.au

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[10] ISSUE 98 **RAPID**

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Ride away pricing includes all statutory costs, freight may be extra. Contact your local Yamaha dealer to find out more about factory bonuses. Offers end 26 August 2015 while stocks last, conditions apply. Offers apply to 2014 and earlier models only.



# INDUSTRY PROFILE

**MILES DAVIS**

**HOMETOWN:** WAS SYDNEY, NOW MELBOURNE.  
**AGE:** 48 **OCCUPATION:** NATIONAL MARKETING MANAGER, BMW MOTORRAD.



## BACKGROUND:

I have always had a fascination with bikes, I grew up in the burbs riding pushies, dreaming about owning a minibike.

I finally got my first one at about 11, an old Kawi ag trail thing for \$100. I got my licence (in Canberra as they didn't have restrictions) and bought a GPZ 550.

I was working at the snow and rode it to work most days. It's been a bit of an addiction for a long time.

## CAN YOU EXPLAIN YOUR ROLE?

Looking after all marketing aspects of BMW Motorcycles in Australia. Advertising, promotions, events, social media, supporting press launches, dealer training.

## HOW DID YOU GET INTO THIS INDUSTRY?

It seems that my working life has followed my hobbies, starting with the snow industry, mountain bikes and now motorcycles. When I was mountain bike racing I met Stephen Gall at our local Friday night road criteriums. I was getting back into MX riding so he invited me to attend his five day camps at Dargle to be a participant and to take groups on bike rides (Gally loves the training/dedication side of MX).

I really enjoyed this, did many camps and became mates with a lot of his

coaches. When *Cycle Torque* started in 2000 the editor asked Gally if he knew anyone who could help with the mag's dirt bike tests. It all sort of grew from that.

## WHAT ARE YOUR AMBITIONS AND GOALS WITHIN THE INDUSTRY?

To enjoy my work and spread the joy of motorcycle riding to everyone, including all those poor people who don't know it yet!

## WHAT ARE SOME HIGHLIGHTS OF YOUR CAREER?

It's a small industry but a great one. I think seeing *Cycle Torque* grow and see it still out there is great. At BMW, being involved with the launch of the RR is mega.

Nobody expected us to launch a bike that was that good. It was great to see the market understand the gravity of that bike as our first attempt. And how that bike created a line in the sand for sports bike electronics and performance.

## WHO INSPIRES YOU?

That's a tough one. The first thing that comes to mind is meeting some of our customers at events, some of them from the '70s and '80s who still ride. You look at them and see how much they love it and how it keeps them living life.

It makes me feel good to know that I

have a lot of good riding in front of me.

## DO YOU RIDE?

Yep, some might say all the time, but that's just ridiculous.

## WHAT BIKES DO YOU OWN?

RM250 2T (2011), the last one Suzuki had before discontinuing their longest ever model code.

Ossa TR280 trials bike.

Husky TE300.

BMW G 450 X.

CR500 alloy frame (very angry, scary and fun!).

R 100 GS.

K 1200 R Power Cup race bike.

## WHAT ARE YOUR HOBBIES AND INTERESTS OUTSIDE MOTORCYCLING?

Mountain biking, skiing.

## WHAT WOULD YOU NEVER DO AGAIN?

If I had had the cash at the time I would have liked to have kept every bike I have owned.

## WHAT'S YOUR WORST HABIT?

Too hard to pick just one...

## WHO COULDN'T YOU DO IT WITHOUT?

Life would be a bit bland without bikes, wouldn't it! 



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Coming in pants and a jacket this all-weather Nubuk cattle leather touring suit has excellent climate comfort and shin guards can be added. Width adjustment on waist, sleeve and pant leg ends ensure a good fit, with a continuous waist zipper allowing attachment of the two-piece suit. The specially treated leather is not waterproof however with waterproof membrane inserts seal the suit very efficiently.

Atlantis gloves are also available in sizes 6-6½ to 12-12½ for \$220.00 RRP. The Atlantis jacket is available in ladies' sizes 34-48 and men's 46-66 for \$1599.99 RRP, with the trousers available in ladies 17-22 (72-88 length) and men's 24-32 (98-118 length) for \$1200.00 RRP. [bmwmotorrad.com.au](http://bmwmotorrad.com.au)



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**UK**

## SPORTMAX ALPHAS

Dunlop tyres have released their new hypersport Sportmax Alpha 13Z tyre, with a Five Zone Tread Compound in the rear tyre that offers race class grip without compromising wear. With a high mileage compound in the centre, a softer side compound for drive grip and a race compound on the shoulder for superior grip, the tyre also utilises a hi-silica tread compound, offering class leading grip in wet conditions and allows for easy direction change with minimal rider input due to its race tyre profile shape. The Alpha 13 Z is available from most motorcycle shops at very competitive prices in sizes suitable for most modern superbikes – fronts: 120/60ZR17 (55W), 120/70ZR17 (58W), rears: 160/60ZR17 (69W), 180/55ZR17 (73W), 190/50ZR17M (73W), 190/55ZR17 (75W). [monzaimports.com.au](http://monzaimports.com.au)



## TRIUMPH ASSEN JACKET

A sport-cut, all weather jacket, is the simple formula for all year riding and Triumph have added 600D Polycordura and stretch 500D Cordura for protection and style. Keeping you dry is a waterproof, windproof, breathable Tri-Tex Membrane while a quilted liner incorporates Outlast Temperature Regulating Technology to keep you toasty when the weather takes a turn for the worse. Of course if it gets too warm, that liner zips out and the airflow ventilation panels zip open to allow the jacket to breathe. 3M reflective panels keep you visible at night. Available in sizes S through to XXXL for \$449.00 RRP through your local Triumph dealership. [triumphmotorcycles.com.au](http://triumphmotorcycles.com.au)

## SCREEN EXTENSION!

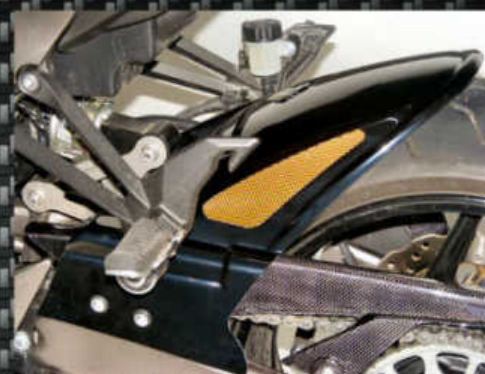
The Sport acts as a 260 x 90mm screen extension – ideal for freeway stints or daily riders that still hit the local twisties on weekends or do the odd track day, when the X-Creen Sport can easily be removed! The X-Creen comes in tint or clear.

The X-Creen Touring will allow you to direct air over your helmet, or cool air onto your face, or almost any option you choose. It is highly adjustable and the 360 x 163mm screen can be distance and angle adjusted. Both the Sport and Touring X-Creen share the same Double Pivot mounting arms for adjusting the angle, height and distance from the screen and both can be screwed onto the existing screen or be mounted via a universal clamp on mount kit. The Universal clamp on mount kit is included in the Sport X-Creen and is an optional extra with the Touring X-Creen. Ask your local motorcycle shop for more information or visit [ProAccessories.com.au](http://ProAccessories.com.au) (07) 3277 0693.



## CORSARO LAPTIMER STARLANE

The CORSARO GPS Lap Timer is the ultimate in professional high precision lap timing and data acquisition, including the Starlane Gasket Damping System that keeps the unit waterproof and protects from vibrations. The CORSARO uses a double receiver for precision GPS data and via the track library you can set four trigger lines, for the finish line and three intermediates, for split and lap times. The CORSARO can calculate ideal achievable times using your best sector times, with an LED light on the system blinking to let you know when you've achieved a best lap time. Other features include Bluetooth for downloading data, a 999-lap memory for up to 99 sessions. The CORSARO features a built in battery for when it isn't connected to the bike's battery and has a monochromatic backlit touch screen. \$570.00 RRP. [emtekracing.com.au](http://emtekracing.com.au)



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## SXP SECURITY

Link International has announced a new range of SXP security products, perfect for keeping your motorcycle secure. The GA-010 ground anchor features a 14mm hardened, chrome alloy shackle fitted to a heavy duty hardened steel backing plate. Four high tensile, tamper proof expanding bolts anchor the GA-010 to your garage floor. The shackle pivots up to allow you to slide your security chain through it. The perfect chain for this application is the new 20L-5AK 1.5m long chain lock. Featuring 10.5mm hardened chrome-moly steel chain and an anti-theft locking mechanism, this chain lock is the ideal partner to the GA-010 ground anchor. Both of these SXP products are ART-Euro four-star rated. The ground anchor is just \$55.90 RRP, while the 20L-5AK chain lock is \$99.95 RRP, a small price to pay for peace of mind.

[linkint.com.au](http://linkint.com.au)



## BMW POWERBRONZE

Powerbronze have released a number of new accessories for the new BMW R 1200 RS and S 1000 XR models, including screens which are manufactured in the Powerbronze factory in England using state of the art CNC laser cutting equipment. Each screen is then polished by hand by a skilled craftsman to ensure that they are perfect. Standard screens for both these models are available to order in Clear and Light Tint. Flip screens are also available and designed for touring to provide better wind deflection.

R 1200 RS Lower is also available in Gloss Black, Matt Black and Carbon-Look, with S 1000 XR Belly Pans available in Gloss Black, Matt Black, White and Carbon-Look with gold or silver mesh vents. Visit [powerbronze.com.au](http://powerbronze.com.au) for full details including pricing and colours/materials available.



## GOWANLOCH EVOTECH

Gowanloch Ducati are getting in the Evotech Performance range for the new Ducati Scrambler, so if you're looking for Ducati Scrambler bling, they should be your first port of call. Plus they stock a huge variety of Ducati accessories and performance parts. Check out their website for more information.

[ducati-gowanloch.com](http://ducati-gowanloch.com)

## OGGY KNOBBS

Oggy Knobbs are now available for the 2015 Kawasaki Z250SL and Z300 and don't require any cutting for drilling for installation. Oggy Knobbs are the answer for reducing damage and repair bills in the event of an incident or drop and are made of resilient materials using state of the art techniques for the perfect fit. The plastic sliders are Acetal for shock absorption, abrasion resistance and strength, while the metallic components are all corrosion resistant for a long life. Available in black and white, for \$185.00 RRP for the Z250SL and for \$319.00 RRP for the Z300 including the steel outer bracket. Available at your favourite motorcycle dealer. [kenma.com.au](http://kenma.com.au)

## MULTISTRADA RAD GUARD

Rad Guard have a new radiator and oil cooler guard for the 2015 Ducati Multistrada 1200. All Rad Guard's are made out of high-grade aluminium and are available in powder coated black or polished alloy. They are lightweight, very strong and easy to fit.

A Rad Guard is an essential aftermarket accessory to protect your radiator core from stones, bugs and other road debris, it's the first thing we fit to our bikes, here at *Rapid Bikes!*

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# THE SHOT

WORDS & IMAGE: **KNACKERS BDP**



In using my camera to do what I do, I'm in a privileged position indeed...



**I**t allows me (in part) to not just meet a plethora of various individuals who have skills, personalities and talent that range far and wide but also see bikes of many configurations and manufacturers.

I get to go to many events that are very far apart in what they consist of throughout the year. On top of that I choose to delve into the hot rod and drag racing world from time to time, they're a bit of a release for me from the bike world. At the end of the day I thoroughly enjoy taking pics of them all.

Initially I began photography as a

landscape photographer – working around what nature presented on a daily basis. Over time I developed a liking for shooting pics of both two and four-wheeled machines, be that static or at the track. My style of taking a pic varies but my favorite has me leaning towards what I call 'toe cam' a bit like how a worm would see things when it looks up...if it had eyes!

I use my Cannon 'L' series 10/22mm lens to achieve this. Naturally I am fortunate to see many a bike finished and eventually ridden – some as every-dayers! While some just want a cool looking cruiser or full on bling and retro, others get right into it with stunning results can leave me gob smacked.

I get to see the results of various styles, designs and imaginations, be that for practical or aesthetic reasons. Some are very clever, imaginative, creative and even obsessed. Others prefer the grunt factor

choosing to go down the performance path. Then every now and then you come across an individual who has the lot, and is very humble in what he or she has achieved.

One such person I did a studio shoot with earlier this year is a man known as 'Tortoise' in Melbourne. The history of the Triumph pictured extends over 40 years, it's truly amazing given the fact that's it's still registered and ridden today having five major changes over that time, gathering stories all along the way.

It's a remarkable bike that has stood the test of time unlike anything else I have ever seen... And it's all garage built by an Aussie! Shooting it in the studio using a high-end camera was a challenge given the amount of bling but it came up a treat!

I'm still learning things regarding photography which keeps it all interesting, allowing my own creativity to come to the fore... It's all good! **RB**



# 1299 PANIGALE



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## CORY, 2010 YAMAHA YZF-R1

Here's a couple pics of my bike, a 2010 Yamaha R1 Rossi Replica. It's all stock apart from a set of SDR short levers but future mods will be K&N airfilter, ECU flash and a better exhaust system... Love *Rapid Bikes* mag to so keep up the great work!

*Nice Cory, it looks great in the Rossi livery!*

## LEE, SUZUKI GSX-R1000

G'day Rapid, a while back I sent you a pic of my K6 GSX-R1000 and mentioned it may be turbo-charged one day...

Well, here it is! My bike made 301hp at the back wheel on BP98. It is fully set up for e85 and should be interesting to see what figures it makes on the dyno.

It has a full custom set up built by my mate Brett from PACE Motorsport in Perth and rides like a dream. The custom swing arm keeps the front end down but doesn't do much for the wheel spin. The bike is fully engineered and street registered. Cheers.

*Awesome Lee, there's nothing we like seeing more than someone following through with their bike mod plans.*



## DAVE, 1982 SUZUKI KATANA 1100

This is my modified '82 Katana 1100, finally finished! It was an ongoing project when purchased last year and was already fitted with a sorted engine (Wiseco big bore, reground cams, GSX-R 36mm flatslides and heavy duty clutch), GSX1400 swinger and wheel, plus Magical racing seat. I replaced the engine ignition system and all electric items, including a \$1000 Braille ML9C lithium just to start it, added Yoshi headers with Surfside fabricated underseat mid-pipe and Coffman shorties, a 2013 re-anodised Hayabusa front-end, GSX1400 re-anodised rear shocks and new Brembo calipers front and rear. Other additions included Mikuni Racing billet triples and clip-ons, Gilles rearsets, an Acewell dash and much more, with special thanks going to Trevor Love at Surfside Motorcycles.

*That's a cool job you've done on that Katana Dave, must be great to ride!*



## ALEX, TRIUMPH STREET TRIPLE R

This is my 2009 Street Triple R, which I've had from new. Mods include a CRM exhaust, CRG lane split mirrors, seat cowl, flyscreen and belly pan, GB Racing crash protection and I've tidied up the rear by removing the pillion pegs and rear guard.

I also black anodised the handle bar mounting blocks as the sun kept reflecting on the speedo and making it hard to read – probably not something they thought about in good old Blighty but here in WA it was a pain. Hope you like it!

*That's a seriously slick looking Street Triple R you have there Alex.*



## ALAN, 'FIGHTERED YAMAHA YZF-R6

This is my R6, which I've been progressively improving along with my riding. So far it has – 15-50 Driven gearing, an RK gold chain, Samco hoses, GPI radiator, Speedo healer, Vortex fuel cap, Hel front lines and Pirelli Angel GT rubber.

I still haven't done the jetting but I got the ram-air back on and painted the tank, plus the new tyres.

*Very nice Alan, the polishing really helps the upper frame, wheels and swingarm stand out.*



## KEN, DUCATI 1199 PANIGALE R

G'day *RB*, this is my 2013 Panigale R – my first foray into the world of twins, following a string of modified four-pot screamers. It's taken a while to get here but this one's a keeper!



Only some practical mods done like a softer rear spring (at 70kgs, my butt thanks me for this), bar-end mirrors, Driven rearsets, radiator guards, K&N filters and a great looking fender eliminator kit to tidy up the rear-end.

Apart from that, time to start planning its first ride-day – I get the sense that's where this bike belongs! Also a quick shout-out to Pete from Hoey Racing who dialled in the suspension and Russ from OneUp who supplied the bike I use for shows – thanks for the help guys. I also don't mind the occasional show-and-shine event... Enjoy!

***The 1199 Panigale is a real weapon, especially the R!***

**SERGIO, SUZUKI  
TL1000S**

Hey Jeff, was wondering if you would be interested in featuring my custom TL1000S Fighter, as you've done my GSX-R1000 K2 in the past.



Here's a pic and mods include: GSX-R1000 K8 front forks, brakes, triples, master-cylinder, Braking wave rotors, TL1000R instruments with custom brackets, Easton Extra Fat bars, Dominator headlights, custom crash knobs, LED indicators and brake light, Speed Triple rad guards, powder coated-frame, Ducati 1198 sub-frame, swingarm and wheels, Ohlins shock and billet rear height adjuster, Ducati 1198 race tail, mudguard and duck under-tail, custom seat, lithium battery, GSX-R K6 rearsets, Yoshi full system with carbon-fibre mufflers, K&N filter and modified airbox, carbon-fibre – hugger, front guard, Buell screen and Geelong Carbon Craft tank guard, custom paint, relocated ignition and gold chain and sprocket kit.

*That's one clean TL1000 'Fighter Sergio and you've certainly gone all out on the mods.*



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# I REMEMBER... **YAMAHA RZ**

MEMORIES: **JEFF**

Here's a chance for you to share your memories of a bike that made a big impact on you and your world. Email your memories to: [inbox@rapidbikes.com.au](mailto:inbox@rapidbikes.com.au)

## THE FIRST TIME...

I remember the first time I saw an RZ. It was in a book I had when I was a kid. I can't remember the name of the book but my stepmother bought it for me when I was around 10 or 11.

It had an RG500 on the cover and a load of bikes in it with specifications and the RZ250 was

in there, however, it was called the RD250 as it was a British publication.

It was a 1985 FN model. I spent the next five years drooling over the bikes in that book, which also included an FZ750, my first four-stroke.

I was a pretty good kid, always taught to be honest, but there was a Tamiya model of the 1985 RZ250FN in our local Kmart toy section. I wanted it – so bad! I ended up picking the box up one afternoon after school and walking out with it! How I never got caught I will never know... It frightened me enough to never steal again!

I made the model in my room and kept it hidden from mum, as she'd want to know where I got the money for it or where I got it! I was obsessed by RZs by then. I was around 12 or 13 I'd say...

## WHAT MADE IT SPECIAL...

The fairing, the pipes, the two-stroke sound I mainly imagined... the look. I was obsessed by 500 Grand Prix and a true Boy Racer in the makings.

## WOULD YOU...

I did. When I turned 16 I inherited some money from my pop Norm who had left some money for each of his many grandkids.

Dad topped it up and we bought a blown-up 1985 RZ250FN from a bloke in Miranda, NSW. \$1600.00 but it was rough. I spent nine-months restoring it then got my Ls and hit the Old Road! Check out the pic!

## WHAT ARE THE CHANCES...

I'd love one now.

I have a 1985 RZ125, a rare bike and would love a 250 to go with it. There are plenty around but they are mostly rough as guts. It'll happen though... Has to be red and white and the 1985 model. **RB**





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# IAN BROWN (BROWNIE)

**HOMETOWN:** CENTRAL COAST, NSW.  
**AGE:** 58.  
**OCCUPATION:** BEER TESTER – I WISH...



## WHAT WAS YOUR FIRST RIDE?

Yamaha TX500.

## HOW OLD WERE YOU?

17.

## YOUR CURRENT BIKE?

Honda CBR1000RR, YAMAHA YDS-1.

## WHAT ARE YOUR HOBBIES AND INTERESTS?

MotoGP, WSBK and learning more about bikes from my mates.

## WHAT ARE YOUR AMBITIONS AND GOALS?

To be a quicker rider and spend more time at the track.

## WHO INSPIRES YOU?

The bloke in front of me!

## WHAT MAKES YOU HAPPY?

Passing the bloke in front of me!

## WHAT MAKES YOU AGRO?

Not catching the bloke in front of me...

## WHAT WOULD YOU NEVER DO AGAIN?

Bet that Vale would not win a GP in 2015.

It cost me \$100, the first race!

## WHAT'S YOUR WORST HABIT?

Spontaneous bike purchases... Last time I went to buy a gasket I came home with a new Honda CBR1000RR Fireblade.

## YOUR FAVE BIKE IS?

Whichever bike I am on at the time.

## WHAT TUNES DO YOU LISTEN TO?

METALLICA.

## BESIDES *RAPID*, WHAT'S YOUR FAVOURITE MAGAZINE?

Any bike magazine by Jeff Ware!

## WHAT'S THE BEST BIKE YOU'VE RIDDEN?

A 1994 Honda NSR500.

## WHO COULDN'T YOU DO IT WITHOUT?

Mum and my mates. 

EMAIL [INBOX@RAPIDBIKES.COM.AU](mailto:INBOX@RAPIDBIKES.COM.AU)  
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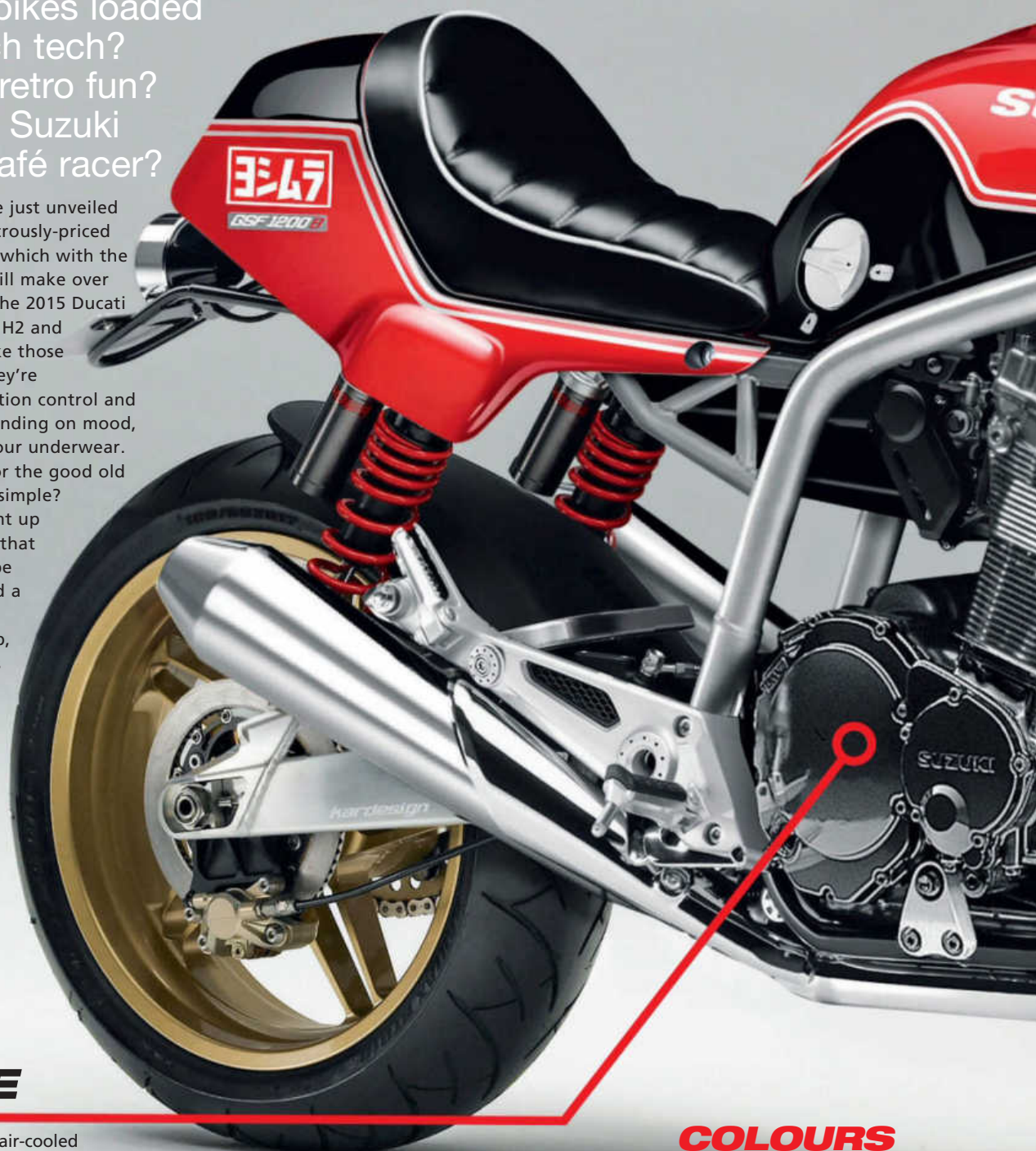


# IF ONLY...

Are modern bikes loaded with too much tech? Fancy some retro fun? How about a Suzuki GSF1200B café racer?

**H**onda have just unveiled their ludicrously-priced RCV1000, which with the race kit will make over 200bhp. The 2015 Ducati 1299 Panigale, Kawasaki H2 and BMW S 1000 RR also make those kinds of numbers and they're all loaded with ABS, traction control and different fuel maps depending on mood, weather and colour of your underwear. Don't you ever hanker for the good old days when bikes were... simple?

We do, so we've dreamt up this little budget beauty that we think Suzuki should be building. You won't need a laptop to reprogram the suspension, just fuel it up, check your tyre pressures and go look for some cornersto carve.



## ENGINE

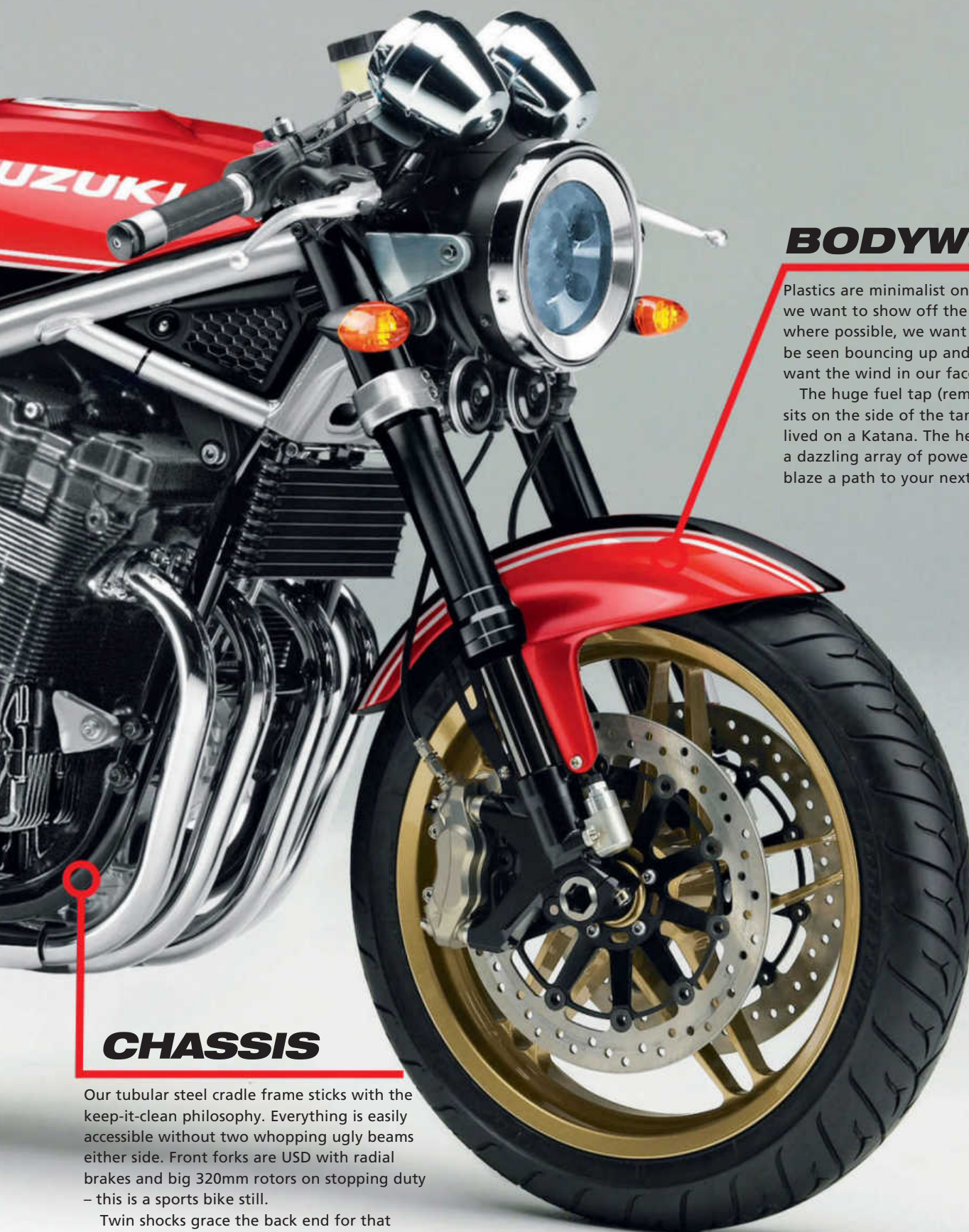
Based on the pre-2006 oil/air-cooled 1200 motor (which in itself evolved from the GSX-R1100 powerplant), our engine with updated fuel injection makes a healthy, torque-laden 130bhp.

Sure, the later 1250 engine is better in terms of outright performance but we'll trade that for the kudos of having cooling fins and less plumbing. It's a simpler proposition and there are plenty around on the used market.

## COLOURS







## BODYWORK

Plastics are minimalist on our GSF racer, we want to show off the engineering where possible, we want the shocks to be seen bouncing up and down and we want the wind in our face.

The huge fuel tap (remember those?) sits on the side of the tank and once lived on a Katana. The headlight features a dazzling array of powerful LEDs to blaze a path to your next café stop.

## CHASSIS

Our tubular steel cradle frame sticks with the keep-it-clean philosophy. Everything is easily accessible without two whopping ugly beams either side. Front forks are USD with radial brakes and big 320mm rotors on stopping duty – this is a sports bike still.

Twin shocks grace the back end for that retro look. Low bars, low seat and a man-sized fuel tank mean you sit very much in the bike, at one with the machine.



## SPECIFICATIONS

### 2015 BMW F 800 R

bmwmotorrad.com.au

**PRICE:** From \$13,100 + ORC

**WARRANTY:** Two years/unlimited kilometres

**COLOURS:** Racing Blue metallic matt/light White, light White, Black satin gloss, Racing Blue metallic/ Black satin gloss

**CLAIMED POWER:** 88.5hp[66kw]@8000rpm

**CLAIMED TORQUE:** 86Nm[63.4ft-lbs]@5800rpm

**WET WEIGHT:** 202kg

**FUEL CAPACITY:** 15L

**ENGINE:** Liquid-cooled, DOHC parallel twin-cylinder, compression ratio 12.0:1, 66 x 90mm bore x stroke, 798cc

**GEARBOX:** six-speed

**CLUTCH:** Wet clutch multi-disc

**CHASSIS:** Aluminium-alloy perimeter frame, load-bearing, engine aluminium double-strut swingarm

**SUSPENSION:** USD telescopic forks, central shock, spring preload, rebound damping adjustment (Optional Electronic Suspension Adjustment \$985 RRP)

**BRAKES:** ABS, dual 320mm front rotors, Brembo four-piston radial calipers, single 265mm rear rotor, single-piston Brembo caliper

**WHEELS AND TYRES:** Aluminium, 3.50 x 17in & 5.5 x 17in, 120/70ZR17 180/55ZR17

### DIMENSIONS:

**SEAT HEIGHT:** 790mm, optional 770mm or 820mm

**OVERALL HEIGHT:** 1235mm

**OVERALL LENGTH:** 2145mm

**WHEEL BASE:** 1526mm

**INSTRUMENTS:** Analogue tachometer and speedo, multi-function display



# BMW F 800 R

BMW sharpens up the F 800 R to a whole new level...

**T**he 2015 BMW F 800 R is an upgrade on what was already a great bike, a bike that is not at all intimidating but surprisingly quick in the twisty bits. So what's new?

Well, BMW has given the R new stiffer upside-down suspension and as a \$985 option, you can have ESA (Electronic Suspension Adjustment), which lets you alter the suspension while on the move.

Three different settings can be selected – comfort, normal or sport, via a button on the dash, depending on the type of riding you desire or what surface you're on. The system works flawlessly and I'd fork out the extra cash if I were going to use the bike for more than a short commute.

As well as the suspension, the brakes have also come in for an overhaul, now you get radial Brembo four-pot calipers with ABS as standard. The 800 parallel-twin engine however, is pretty much as it was, which is no bad thing as it's an absolute belter, you do get a couple of extra ponies to play with and the gearing has been changed for better acceleration but that's it.

Riding the F 800 R is easy, the ergonomics couldn't be better – BMW even have seat height options for those little people you hear about. The dash is perfect with its easy to read analogue gauges and a simple computer to show ESA setting, heated grips (heated grips, on board computer, white LED

indicators come standard), fuel and loads more usable functions.

Selecting first gear and letting out the light clutch I can't help feel that BMW should have lowered the gearing further, it is very tall...

The bike certainly pulls well and you don't need to rev the bollocks out of the motor, as it's quite torquey and there's enough grunt to do any type of two-up touring or corner scratching.

Speaking of which, for me this is where the bike shines. Selecting Sports mode really sharpens up the suspension and through the mountains of Victoria, I can't help think that even though I only have 90hp to play with, I don't think I could carve through these corner much faster on anything else. The chassis is that well sorted, even when I encounter rutted and pot holed corners on a good lean angle, the BMW remains planted, which really inspires confidence.

Flicking from left to right, the bike feels nothing like its 200kg weight and I can't believe the fun I'm having in this beautiful countryside. Another plus for the BMW are the brakes, they offer great power and feel and with the ABS I have every confidence that I'm not going to be sliding down the road on one of the damp corners.

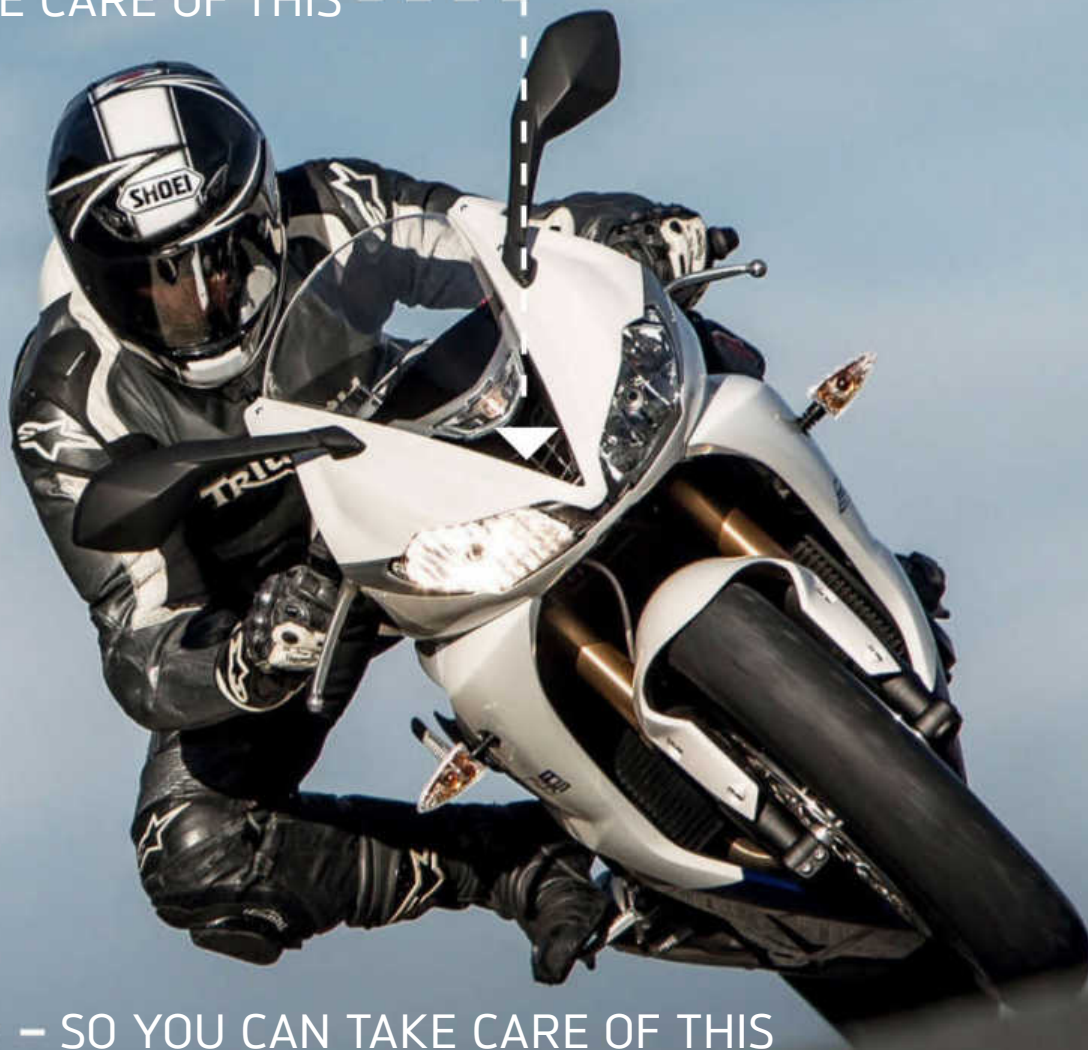
For me the F 800 R would make the perfect bike for anyone, but especially someone moving from a LAMS bike on to a full license bike – the BMW would certainly get my recommendation. **AB**

**1.** The analogue tachometer and speedo are joined by a digital multi-function display that shows ESA, heated grips and other settings, like your trip meter and fuel.  
**2.** The parallel-twin engine has been tuned for additional horsepower but is largely unchanged.





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## DAYTONA 675

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# STREET SMART

The new big Panigale now has the road manners to match the track performance...

TEST: **JEFF WARE** PHOTOGRAPHY: **HEATHER WARE**

**I**t's no secret that the outgoing 1199 Panigale was a formidable track bike, in fact, it convincingly won our huge Superbike

Shoutout in 2013 on the track. However, it came last on the road and not for the first time.

As explosive and fast as the 1199 was on the circuit, that same endearing feature along with less than perfect fuelling below 6000rpm made it a difficult motorcycle to ride under normal road conditions. The suspension was also very stiff and the heat issues made the rider uncomfortable in summer.

No excuses are needed by Ducati, as the 1199 was built purely with lap times in mind.

In 2013 the amazing 899 Panigale was released and Ducati openly discussed this machine being primarily designed for street use at the World Launch I attended in Imola. Certainly, Ducati hit the mark with the 899 and press all over the world praised it for sensational manners on the streets. Many, myself included, opting to have an 899 in the garage over the more powerful 1199.

Fast-forward to 2015 and we are presented with the stunning, radical, even more powerful 1299 Panigale.

My first thoughts, admittedly, were that if the 112mm-wide combustion chamber on the 1199 struggled to efficiently burn with a single spark plug in the lower rev range, how the hell is the 116mm 1299 going to be better at low rpm?

The answer is a combination of improvements from crankshaft and flywheel weight reduction to compression ratio, EFI management and electronic control. Add to that revised spring rates to give the bike a more compliant ride on real roads and the result? A real surprise and a true delight...

First of all, the 1299 is an extremely appealing motorcycle from a visual

perspective. With it parked in my garage, I could just sit and stare and drink beer for hours. Which is exactly what I did on the night it arrived at Château Ware.

The more Peroni I consumed, the sexier this 1299 got. Every inch of this bike oozes detail and quality. The paint is deep and rich, the anodising perfect.

The bike is stunning. Quality suspension,

Brembo monoblock calipers, a super-trick dash... and it is red!

## THE RIDE

I fire up the 1299 and it booms into a fast idle that is deep and unmistakably Ducati. I gear up as the bike warms up. The sun is shining, it's mid-week and I'm not expecting many on my local roads. It's going to be a good day.







With no expectations of what the 1299 will be like, having avoided reading any World Launch reports until I sample the bike for myself, I hop on and get acclimatised.

I notice the plusher suspension immediately. I also like the dash and have a muck around to re-familiarise myself with the options and controls. I do a quick check to make sure the Riding Modes are set as

I like the ride the suspension is giving and best of all, I am blown away by how civilised the bike is in traffic...

per factory settings then select first gear and roll on off up my street.

Within a few minutes I am comfortable and settling in on the bike. I like the feel of the new 'pegs, they are not slippery like the 1199 'pegs. I like the ride the suspension is giving and best of all, I am blown away by how civilised the bike is in traffic. As I meander through peak hour the 1299 remains smooth and hovering around the 90-100°C mark.

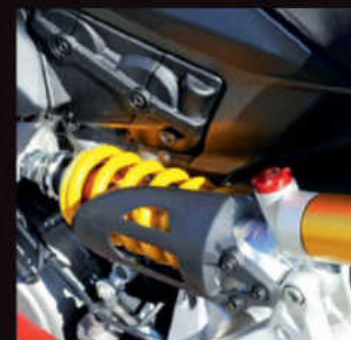
My legs are warm, not unbearably hot like on the 1199, so there is improvement there. The clutch action feels lighter and much smoother on take-up. The engine is smooth

and easy to control from as low as 2000rpm and I'm in shock. I expected it to be worse than the 1199, not on par with the 899 in these conditions. Well-done Ducati!

The DQS is smooth and glitch free in traffic but under the current conditions I find myself preferring to back-shift the old way rather than using the auto-blip available.

I arrive at the start of my country roads loop, stopping at a servo for a \$1.00 coffee feeling comfortable and relaxed. The same trip on the 1199 used to be quite taxing. I'm impressed. Getting in the groove as the Spring sun warms things and the morning





### CHASSIS

The compact alloy monocoque structure uses the Superquadro engine as a structural element. The monocoque also acts as the airbox. Fitted inside, along with the air filters, are the throttle-bodies and the fuel circuit, complete with injectors. When the aluminium tank is mounted, its bottom portion seals the airbox as a top cover. The steering head angle has been modified for the 1299 Panigale from 24.5° to 24° and the trail has been reduced from 100 mm to 96 mm.

The new chassis setup also includes a single-sided swingarm with a 4mm lower pivot point. The total wheelbase of the 1299 Panigale is 1437mm while the distribution of weight is 52/48.

Forks are pressurised 50mm Marzocchi units with anodised aluminium sliders. A Sachs shock absorber that is also fully adjustable looks after the rear.

The 1299 is equipped with monobloc Brembo M50 callipers and the new Cornering ABS system that uses the extremely lightweight Bosch 9.1MP ECU.

Wheels are cast aluminium tri-Y spoke 3.5in and 6.0in items. Pirelli Diablo Supercorsa SP tyres are standard kit.

fog clears, I take the opportunity to test the revised suspension on one of the more knarly, snotty and bumpy roads I use. Knowing the grip from the fabulous Pirelli Supercorsa SP tyres won't let me down, I open up the taps of the big 1299 – in Sport mode.

The acceleration is incredible. From 5500rpm the scenery begins to blur rapidly and before I know it the engine is howling through the rev range faster than my brain can keep up. There's strong pull to 8000rpm and from there this bike is on another planet.

The front wheel is up in the air and as I shift from second to third then fourth, the front keeps coming up every shift, hovering a foot or so off the road. Power does not drop off at all until 11,000rpm and the torque is monster. Wow. This is an all-new level of acceleration...

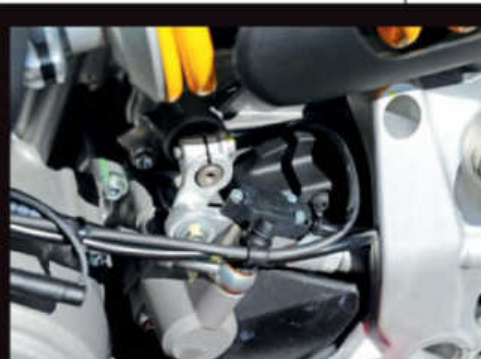
The combination of high compression, reduced crank rotating mass and an impressive dry weight of 166.5kg mean I'm having the ride of my life and even better, the handling and roadholding of the 1299, with its 50mm pressurised Marzocchi forks and high quality Sachs shock, is second-to-none on this road.

It's a road that I truly loathed on the 1199 and previous 1198. It seems the days of forgiving a Ducati for every misbehaviour on the bumps once you experience the nirvana on a smooth surface are over – as I soon find myself knee down on the smoother sections, without even thinking about it, and scratching my favourite road

with complete confidence and, most importantly, a high level of enjoyment.

As it gets dark and cool, six hours later, I'm back at the same servo for my third fuel stop. I've been going up and down the same road all day long, testing Race Mode, Sport Mode, variations within both (you can change all parameters within a mode) and anything else I could play with. Race Mode is insane. The throttle is instant and it makes me laugh like an idiot.

**The 1299 road manners are a big surprise. Ducati have softened the ride from the suspension without compromising handling and the new geometry promotes confidence in the front-end. Engine manners are also a lot smoother on road.**



### ENGINE

The new 116mm diameter pistons have led the Superquadro to set new records. The pistons have been redesigned as have the piston ring and the oil ring, while the pin has a DLC (Diamond Like Carbon) facing. The compression ratio has increased to 12.6:1.

The cylinders, still at a 90° angle to each other, are rolled back for a 21° angle between the front cylinder and the horizontal plane. This allows the engine to be placed further forward. The crankcases are vacuum die-cast using Vacural technology. This procedure guarantees maximum weight-saving, consistent wall thickness and superior strength. The cylinder-heads have been improved to guarantee greater rigidity, as in the case of the magnesium head covers and those on the clutch side.

The oil sump is also in magnesium.

The crankshaft is balanced and the conrods revised to support the greater load of the 116mm diameter pistons.

The main journals are lubricated with compressed oil through dedicated channels within the base. This method ensures the crankshaft is sufficiently lubricated and the oil is swiftly collected, thanks to an advanced feature – a lobed pump that creates a vacuum in the crankcase.

This keeps the crankcase area below the pistons in controlled conditions of constant vacuum, reducing resistance during downward movement and crankshaft rotation.

The 46.8 mm diameter titanium intake valves and the 38.2mm diameter exhaust valves are of exactly the same dimensions as those of the Superquadro 1199, so are the throttle bodies, which again have an oval section and a diameter equivalent to 67.5 mm.

A chain connects the crankshaft to a gear fixed to the head and another set drives two other gears fixed respectively on the intake and exhaust camshafts.

At the end of the exhaust camshaft of each head, there's a centrifugal decompressor, enabling the use of a very small electric starter and a much smaller battery than in the past. Transmission is managed by a six-speed gearbox together with a wet clutch that has a progressive self-servo mechanism that allows the load on the disc to be increased without compromising the lever force required by the rider to operate the clutch. This result is an optimal combination of the requirements for a high torque transmission together with a high level of comfort for the rider. Under sports riding conditions, with repeated downshifting and aggressive deceleration, the same mechanism reduces pressure on the clutch disks, allowing them to work in slipper clutch mode.



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# DUCATI PANIGALE 1299

ducati.com.au

**PRICE:** \$27,990 + ORC

**WARRANTY:** Two-year, unlimited kilometre

**COLOURS:** Red

**CLAIMED POWER:** 150.8kW[205bhp]@10500rpm

**CLAIMED TORQUE:**

144.6Nm[106.7ft-lbs]@8750rpm

**DRY WEIGHT:** 166.5kg

**FUEL CAPACITY:** 17L

**ENGINE:** Liquid-cooled, L-twin cylinder, four-valves per cylinder, Desmodromic, 1285cc, 116 x 60.8mm bore x stroke, 12.6:1 compression, Mitsubishi EFI, twin injectors per cylinder, elliptical throttle-bodies, RbW, DTC, DQS, DES, Riding Modes, DWC, two-into-one-into-two exhaust, twin stainless steel mufflers

**GEARBOX:** Six speed

**CLUTCH:** Wet multi-plate, slipper and self-servo with hydraulic control

**CHASSIS:** Monocoque aluminium frame, aluminium single-sided swingarm, Rake: 24°, Trail: 96mm

**SUSPENSION:** Fully adjustable Marzocchi 50mm pressurised USD forks, full adjustable Sachs rear shock, adjustable linkage

**BRAKES:** Bosch 9.1MP Cornering ABS, dual 330mm semi-floating front rotors, radial Brembo Monobloc EVO M50 four-piston calipers, 245mm rear rotor, two-piston caliper

**WHEELS & TYRES:** Tri-Y spoked light alloy, 3.50 x 17in, 6.00 x 17in, 120/70 - 17, 200/55 - 17, Diablo Supercorsa SP

**DIMENSIONS:**
**WHEELBASE:** 1437mm

**SEAT HEIGHT:** 830mm

**MAX HEIGHT:** 1100mm

**MAX LENGTH:** 2050mm

**INSTRUMENTS:** TFT display


I spent an hour or more fanging up and down in Race Mode purely for the thrill of the punch off corners and the front Marchesini reaching for the sky! The DQS up/down is something that I absolutely rate highly.

I first experienced reverse-shift auto-blip when I tested the World Superbike and World Supersport bikes at Portimao in 2011. The fact that it is now on the streets is incredible. It truly makes the ride that much more enjoyable and leaves me more room to focus on where I'm rapidly heading on the powerful red beauty...

Only the dark and rain send me home at the end of the day, along with the threat of sure death if I don't help bath and feed three kids!

Riding home in the dark and wet on the Panigale gives me opportunity to experience the brilliant 120hp Wet Mode and to use the fantastic headlights and dash. My only criticism being I keep opening the Riding Mode menu whenever I press the indicator button to make sure indicators are off (a habit we should all have).

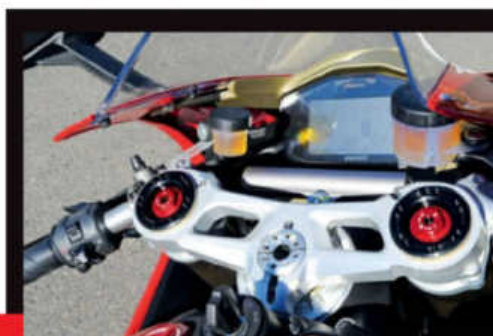
The next day I gave the bike a wash, something that is a nice experience on a bike as well finished as a high-spec Ducati. I then rode to Sydney to drop it off at Ducati Australia NZ, where I had the opportunity to chat to multiple

Pro Twins Champion, Craig McMartin. Craig had done 800km on the 1299 during Turismo and agreed, it really is a much better street bike now and for \$27,990 + ORC and long service intervals, represents good value.

If you are in the market for a new large capacity sportsbike and want to enjoy it on the street and track, the Ducati Panigale 1299 is now a real option for you. **RD**

The strong point for the 1299 is the front end feel and confidence thanks to the revised steering geometry. On rails!

I spent an hour in Race Mode purely for the thrill of the punch off corners...



## ELECTRONICS

The 1299 Panigale is equipped with the Ride-by-Wire (RbW) system, the Ducati Data Analyser (DDA+) and the Ducati Riding Modes, which interact differently with the Ducati Traction Control (DTC), the Ducati Wheelie Control (DWC), the Ducati Quick Shift (DQS), the Cornering ABS and Engine Brake Control (EBC).

### RACE RIDING MODE

205hp with direct throttle response. The Race mode includes a predefined level of DTC, DWC, EBC and ABS set for maximum performance on the racetrack - only active on the front wheel and with the Cornering function not engaged.

### SPORT RIDING MODE

205hp with a sports throttle response. In Sport mode, the predefined levels of DTC, DWC, EBC AND ABS are set for sports performance on the road. Control of back wheel lift when braking is activated and the Cornering function setting provides maximum performance when cornering.

### WET RIDING MODE

120hp with a gentle throttle response. The predefined levels of DTC, DWC, EBC and ABS are set to provide maximum safety, completely eliminating back wheel lift when braking and the Cornering function setting also provides maximum safety.

### DUCATI DATA ANALYSER+ GPS (DDA+ GPS)

With the Ducati Data Analyser (DDA), which includes Mac-compatible software and a USB data recovery device, it's possible to evaluate the performance of the bike and the rider, with graphic presentations for specific areas of data. The DDA+ GPS is the latest generation of the Ducati Data Analyser with GPS function and it automatically records the timing of each lap every time the 1299 Panigale crosses the finish line of a racetrack. When the rider, crossing the finish line, presses the high-beam flash button, this highly innovative system records the coordinates of the position and then records the timings of each successive lap once it's been completed.

The DDA+ GPS is available for the 1299 Panigale and the 1299 Panigale S as a Ducati Performance plug-and-play accessory.



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WORDS: **ROLAND BROWN** PHOTOGRAPHY: **DOUBLE RED, ULA SERRA**

# APRILIA RSV4

The Aprilia RSV4 has been arguably the world's most focused and race-ready production bike...

**E**ver since the original compact V4 made its first appearance in 2009 it created a stir with its 180bhp output, adjustable engine mounts and impressive World Superbike pace. After riding the latest version and speaking to the man who led its development team it's clear that the Italian firm is not going to change its approach any time soon.

"This is a track motorcycle," says Paolo Soatti, standing outside a Misano pit garage, about the RSV4 RF. "On this motorcycle we are very straight and pure.

"If something doesn't bring performance or riding pleasure, we don't consider it –

and by this we mean on the track. This is not a motorcycle for the road."

Even by current standards that's a seriously hardcore approach for what is, after all, a new streetbike. But then again the competition has never been tougher or more focused than 2015 and it's hard to argue with an attitude that has helped Aprilia win three of the last five World Superbike titles.

That means you'll find more horsepower, less weight and more refined electronics on the latest base model RSV4 RR.

Plus all that plus Öhlins suspension and forged wheels as part of the package on the higher-spec RSV4 RF – the equivalent of

Aprilia's old Factory designation.

Increased power was a major consideration, as it had to be with the super-sports bar now raised to a 200bhp level that would have been unthinkable just a few years ago.

The 65-degree V4 unit keeps its 999cc capacity but is extensively modified, with lightened internals including the conrods, and reaches the double-ton with a claimed maximum output of 201bhp at 13,000rpm.

The RSV4 design has always benefitted from the closeness of Aprilia's road and racing divisions, and that is perhaps more true than ever.

The firm's race operation is now





headed by Romano Albesiano, who was in charge of the RSV4 project from its beginning, so it's no surprise that much of the new model's technology comes straight from the track.

Chassis changes are less extensive, and are mainly aimed at maintaining stability with the increased power. The engine is lowered in the frame, steering geometry is quickened via reduced trail, and the swingarm is lengthened.

Aprilia's high-tech APRC electronics package is updated with Bosch's lean-angle sensor and the Brembo Monobloc brake calipers gain a higher specification Race ABS system. Weight is down by a few kilos, to just 190kg without fuel.

Thankfully Misano was dry for the launch, in marked contrast to the launch of the original RSV4 on the same circuit six years ago. That bike was hugely impressive but perhaps the most important step in the Aprilia's development came three years ago with the launch of the APRC version, with its superbly effective and confidence-inspiring traction control system.

The Aprilia certainly felt mighty rapid this time round as the claimed 201bhp sent it storming down the kinked back straight with a glorious V4 bark from the stubby silencer by my right boot. Revs built with thrilling speed as I flicked through the

box with the quickshifter, which slightly surprisingly doesn't work on down-shifts, like those of the S 1000 RR and Ducati's 1299 Panigale.

There was heaps of midrange grunt too, so the Aprilia pulled hard even when I exited some turns from around 8000rpm, kicking smoothly and with superbly flawless throttle response for such a powerful bike.

The riding modes have been adjusted to give a new Race mode that has smoother delivery. It does just that but the difference is not dramatic, and some riders might prefer Track mode's slightly increased engine braking.

Handling was as good as you'd expect of such a light, race-developed bike with top quality suspension, though only after the Aprilia mechanics had tweaked the suspension to suit my larger-than-Italian-test-rider sized body.

I also got the chance to use Aprilia's V4-MP, the Media Platform that allows the bike to connect to a smart-phone, and for the rider to remotely adjust traction control and wheelie control on a turn-by-turn basis. In the second session the bike hadn't been much fun, sitting down too much at the rear under acceleration, its worn rear Pirelli Supercorsa SP sliding and sending the traction control working too often by the end of the session.

Back in the pits, it was fascinating to use a smart-phone to adjust the traction control, setting a lower base level, then fine-tuning it for several turns including the long right-hander where the bike had been sliding most. In reality what the RF really needed was a fresh rear tyre, which thankfully it got for my next, much more controlled session.

But the ability to adjust the electronics remotely in such precise fashion is a fascinating development with potential to be genuinely useful. One rider found it useful to turn up the wheelie control for the last bend, where his bike's monos had been setting off a weave on the start-finish straight.

The Aprilia also steered with the superbly agile yet planted and confidence-inspiring feel that I recalled from the previous model, with its front end giving massive amounts of feel, at least once I'd added some rebound damping to stop the forks moving as I let off the brake.

The stopper was predictably powerful, the Race ABS working so well that I



## ENGINE

As before the RSV4's heart is an ultra-compact, 65° V4 with DOHC valve operation and 16-valves. The engine's dimensions of 78 x 52.3mm are unchanged. So too is the camshaft drive arrangement, by lateral chain to the intake cam, then gear to the exhaust cam, allowing very compact cylinder heads.

This year's model gets a new airbox and revised variable-length intake trumpets, larger inlet valves, and exhaust valves that follow the inlets by also now being made from titanium.

Forged camshafts are lighter, as are the new Pankl conrods, smaller crank pins and the transmission system's narrower gears.

The engine also has CNC-machined combustion chambers that allow tighter tolerances, a new sump and redesigned crankcases to reduce friction from its oil, and a new exhaust system with larger, 36mm (from 33mm) diameter downpipes that are squeezed into the same space. The experience of Aprilia's race department was important in fine-tuning the design of the variable length inlet trumpets, whose design benefits from the firm's World Superbike experience.

## CHASSIS

The original RSV4 was unique in having adjustable engine mounts built into its compact twin-spar aluminium frame, initially to benefit World Superbike racers. This is used to lower the centre of gravity slightly by bolting the V4 unit in its lowest position.

The swingarm is lengthened by 4mm (with potential for an additional 9mm), and the steering geometry is quickened by slightly reduced trail. Weight is down by a few kilos, to just 180kg without fuel.

The base-model RSV4 RR has Sachs suspension and steering damper, magnesium sump and cylinder head covers and variable-length intake ducts. The RSV4 RF, produced in a limited edition of 500 units with red/white/black "Superpole" paint scheme, includes the RR's optional Race Pack of forged wheels plus Öhlins suspension and steering damper.





## SPECIFICATIONS

### APRILIA RSV4 RF (RR)

aprilias.com.au

**PRICE:** \$31,000 (\$25,000) + ORC

**WARRANTY:** Two-year, unlimited kilometre

**COLOURS:** RF – 'Superpole', (RR – Black, Silver)

#### CLAIMED POWER:

150kW[201bhp]@13000rpm

#### CLAIMED TORQUE:

115Nm[85ft-lbs]@10500rpm

**DRY WEIGHT:** 180kg

**FUEL CAPACITY:** 18.5L

**ENGINE:** Liquid-cooled, DOHC 65° V4, 16-valve four-stroke, 78 x 52.3mm bore x stroke, 999cc, 13.6:1 compression, four Marelli injectors, four Dell'Orto 48mm throttle bodies, ATC, RbW, ABS, AQS, AWC, ALC, four-into-two-into-one silencer

**GEARBOX:** Six speed, cassette-type

**CLUTCH:** Wet multi-plate, mechanical slipper system

**CHASSIS:** Aluminium perimeter frame, adjustable headstock, rake engine height, swingarm pivot height, double-braced aluminium swingarm, Rake: 26.5° Trail: 104mm

**SUSPENSION:** Fully adjustable 43mm Ohlins inverted forks (Fully adjustable 43mm Sachs forks), fully adjustable Ohlins shock (fully adjustable Sachs shock)

**BRAKES:** Bosch ABS with RLM, Dual 320mm rotors, four-piston radial-Monobloc Brembo calipers, Brembo radial master-cylinder, single 220mm rear rotor, two-piston Brembo caliper

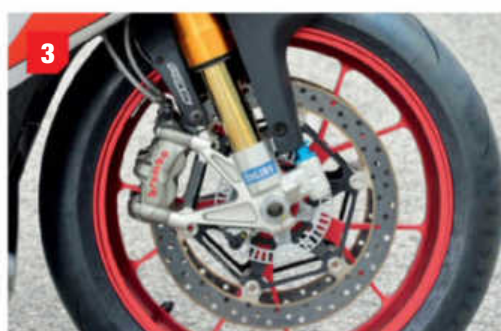
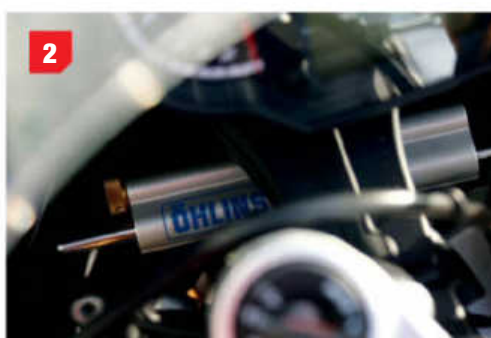
**WHEELS & TYRES:** Forged aluminium alloy five-split-spoke (cast aluminium three-split spoke), 3.50 x 17in, 6.00 x 17in, 120/70 – 17, 200/55 – 17

#### DIMENSIONS:

**WHEELBASE:** 1445mm

**SEAT HEIGHT:** 847mm

**INSTRUMENTS:** Analogue gauges and digital LCD info display



The Aprilia certainly felt mighty rapid this time round at the claimed 201bhp...

couldn't feel it working, in contrast to the previous model's less than cutting-edge system. The RS4V doesn't have cornering ABS like the 1299 Panigale, or a linked system like Yamaha's new R1 but it certainly slowed mighty hard. And gripped hard too, at least until that Pirelli got worn.

What even this top-spec RSV4 also doesn't do is follow the S 1000 RR and Panigale with the option of semi-active suspension.

As with the lack of cornering ABS, there's a reason for that – Aprilia haven't yet found the system to give a benefit in lap times, so by their strict criteria it

doesn't justify inclusion on the bike.

That uncompromising attitude to the RSV4's development won't appeal to every potential buyer, partly because many bikes will spend the majority of their lives on public roads, where the ability to fine-tune suspension at the press of a button could surely be useful.

But you have to admire Aprilia for sticking with that pure approach. Especially when it has resulted in a stunningly fast and track-focused machine that will surely be right up at the sharp end in every super-sport comparison test, even in this most competitive of years. **AB**

1. The new RSV4 benefits from upgrades to the APRC system including a new Bosch lean-angle sensor for the traction control and anti-wheelie.
2. A Ohlins adjustable steering damper is fitted to the RF model.
3. Brembo four-piston Monobloc calipers adorn the front end, grasping 320mm rotors and benefiting from Bosch ABS with RLM.
4. The engine is mounted at the lowest point in the frame, with a number of changes allowing power output to break 200hp.

## STYLING & ELECTRONICS

Advanced electronics have been one of the RSV4's main assets since the APRC (Aprilia Performance Ride Control) model of 2011 and the system is updated to include Bosch's latest lean-angle sensor.

The traction control and anti-wheelie control are recalibrated, you still get launch control and a quick-shifter and the brake system now also includes a Race ABS system with its Brembo Monobloc calipers.

Both models can be fitted with the accessory V4-MP software – basically a GPS-enabled telemetry system that connects the bike to a smartphone.

This allows downloading of data after riding, plus the ability to fine-tune traction control and anti-wheelie for individual corners, provided the track in question is on Aprilia's list of major circuits.



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# TUNING FORKS

TEST: JEFF WARE PHOTOGRAPHY: HEATHER WARE

We hit the streets and our local twisties to see how the M1 with rego behaves as a roadbike in the real world...

I mentioned in my World Launch Report on the YZF-R1 in issue #96 that I've had the pleasure of having lived with four YZF-R1s in the past. I had a 2005 model, followed by a 2007 model then a 2009 big bang and a 2012 big bang – all long termers supplied by Yamaha's Sean Goldhawk. The latter bikes were fantastic street bikes. The 2005 and 2007 models were also great street bikes but more track focussed than the 2009 and 2012 models.

After the launch of the 2015 model on track I was eager to get one on the road. My local Yamaha dealer kindly allowed me to borrow their brand new demo bike for this test – so a big thanks to Ric Andrew's Motorcycles, particularly Warren Toombs and dealer principal Peter 'Woody' Wood.

For full technical information on the bike, see my launch report in issue #96, or read our tech breakouts in the test published on our site [rapidbikes.com.au](http://rapidbikes.com.au).

## ON THE ROAD

Motorcycles are as much about a connection as they are about performance, practicality, price or quality. First and foremost, if you don't like a bike before you even ride it, there is little chance it's the bike for you...

As Warren Toombs (yep, happens to be the son of the late legend Ron), gave me the rundown on the electronics and so forth, a brush up since the launch had been over three months earlier, I already liked the bike more than the one I rode at the launch. Why? The colours. Much more appealing and it brought back great Boy Racer memories.

There and then I decided to take the YZF-R1 on my old loop I'd take to work on my red and white TZR, back in 1993. A few good laps of the Old Road, then Peats Ridge, Kulnura, Yarramalong Valley,

Hue Hue, then I'd M1 it back and try some town riding...

I hit the starter button, a new style kill/start design, and let the bike warm up while I gear up. It idles with an aggression and rumble like no previous R1. Not the same depth as the previous big bang but a mix of that and a screamer.









I hop on and get familiar again, pop it in first and head off... the bike feels small straight away.

Within a few kilometres I hit the first set of twisties and by the time I'm at the top of the hill I'm impressed. The set-up out of the box is better than the set-up at the World Launch. This bike feels much more balanced and not as pitchy at all. That is a big tick on my notepad...

I arrive at the start of my test loop and pull over. I set the bike to Mode-A but reset PWR to level 2. I already knew from the launch that this combination gave the smoothest throttle. Any other combo results in a snappier throttle, particularly PWR 1. I also put TCS to 3 for the road and leave it as is for the remainder of the test.

At the track the R1 felt peaky, however, short-shifting and using that crossplane torque is proving rewarding as I attempt to enjoy my local road without risking being locked up – it has gone from a 100 zone to a 60 zone over the past decade... The gearbox action is brilliant and the revised ratios nice and close together and more suited to road use than the outgoing ratios.

The same can be said for overall gearing, it does not feel as tall as the previous model, which really laboured in top gear and also needed a lot of clutch slip in first to get going. The Bridgestone RS10 tyres that are standard equipment on the YZF-R1 (we used RS10R at the launch) are a fantastic road tyre and give great feel particularly from the front tyre on a range of surfaces.

Bump absorption is good and they have a really nice rolling feel on the road that promoted confidence. I had the opportunity to sample them on damp and dry roads and came away impressed.

The engine is smooth, with a raspy exhaust note and heart-pumping induction roar, and power delivery not as steppey as it was on the bike I rode on track. There is some throttle snatch, however, it is fine and not as intrusive as on other settings. With YCC-T and EXUP and variable inlet lengths there are quite a few things opening and closing on the YZF-R1, meaning a perfectly linear power curve is not the end result, however, it is all controllable and overall a nice road engine at this steady pace.

I'm finding it easy to ride as I carry rolling speed on the bike, mainly in the mid-range. The brakes, although they have incredible initial bite that takes some time to get used to, are very controllable and sensitive to small inputs of pressure modulation. The forks have a good balance of spring support and damping control and are doing a fantastic job of riding the bumps while still giving support.



smooth, tracking arc and is stable and predictive at full lean, as well as during the transition from upright to full lean – it doesn't 'fall' on it's side, rather it progressively leans at a nice, controllable rate of lean, responding communicatively to either 'bar, 'peg or body inputs. Turn-in on or off the brakes is stable, accurate and sure-footed.

Out the back the shock, like the forks, offers good support yet still soaks up the bumps and the bike does not run wide off turns, in fact, it has exceptional drive out of corners, the 190 R10 really hooking up. Overall, a pleasure to ride at this pace, fast to medium, your average Sunday morning blast...

I up the pace and start to rev the engine more, snicking gears with the brilliant QSS (Quick Shift System). The bike transforms into a wild animal! It fires off turns so fast, my brain at first struggles to take everything in, with the rock walls and trees a blur, making the road a real tunnel. The R1 suddenly feels smaller, lighter, more compact and angry as I start to hang off and ride it harder.

Into turns, hard on the brakes, the back wants to come around. The bike skips over bumps and turns in amazingly quickly. As soon as I'm in a corner, I'm trying to get ready for the exit. Out of the turns the front gets light, the 'bars wiggle as the front wheel skims the surface and the engine screams to peak rpm as fast as my foot can shift gears! It's a whole new level of fast...

Hard braking on the road is also hard work, the brakes are that powerful that

**1.** The roll and click mouse is a great piece of kit for controlling the high tech dash. **2.** The KYB fully adjustable rear shock with external reservoir. **3.** The titanium exhaust system delivers a raspy note and is well integrated with the bike's styling. **4.** 320mm rotors are mated to monobloc four-piston calipers on the front, with banking sensitive ABS. **5.** The aluminium upward-truss swingarm holds a 220mm rotor with single-piston pin-slide caliper and a unified braking system is used.

The engine is smooth, with a raspy exhaust note and heart-pumping induction roar...







## SPECIFICATIONS

### 2015 YAMAHA YZF-R1

**PRICE:** \$23,499 + ORC

**WARRANTY:** Two-year/unlimited kilometre

**COLOURS:** Blue and Silver, Red and White

**TEST BIKE:** Ric Andrew's Motorcycles  
(02) 4324 1800

**CLAIMED POWER:** 147.1kW[200hp]@13500rpm

**CLAIMED TORQUE:** 112.4Nm[82.9ft-lbs]@11500rpm

**CLAIMED WET WEIGHT:** 199kg

**ENGINE:** Liquid-cooled, four-stroke, crossplane forward-inclined parallel four-cylinder, four-valve per cylinder, DOHC, 79 x 50.8mm bore x stroke, 998cc, 13.0:1 compression, banking sensitive TCS/SCS, LIF, LCS, QSS, PWR power modes, YCC-I, YCC-T, six-axis IMU, magnesium oil pan, titanium four-into-two-into-one exhaust

**GEARBOX:** Constant mesh, six-speed

**CLUTCH:** Assist and Slipper clutch, wet, multiple-disc

**CHASSIS:** Aluminium Deltabox frame, aluminium upward-truss swingarm, magnesium sub-frame, Rake: 24°, Trail: 102mm

**SUSPENSION:** 43mm KYB fully adjustable telescopic forks, KYB fully adjustable rear shock

**BRAKES:** Banking sensitive Racing ABS, Unified Brake System, dual 320mm front rotors, dual monobloc four-piston calipers, 220mm rear rotor,

**WHEELS & TYRES:** Cast magnesium 10-spoke wheels, 120/70 – 17 (f), 190/55 – 17 (r)

### DIMENSIONS:

**SEAT HEIGHT:** 855mm

**OVERALL HEIGHT:** 1150mm

**OVERALL LENGTH:** 2055mm

**WIDTH:** 690mm

**WHEELBASE:** 1405mm

### INSTRUMENTS:

TFT LCD display

speed is washed off at an incredible rate, the linked system or Unified Brake System means the rear brake is applied with the front brake, which takes some getting used too.

I prefer the corner speed and rolling speed approach and revert to rolling the throttle on nicely. There is quite a bit of engine braking on offer, just right for the road, and a slightly less than 10/10th pace, say 8/10ths, is really spot on for the bike.

After a few more laps, I hit the open country roads for my loop. I'm pleasantly surprised at how good the bike is on faster, flowing open roads where I thought it would be too hardcore. There is good protection with the screen and despite the diminutive size of the bike, I find it comfortable while upright. Definitely better for me on the road than the track, where, as mentioned, there is too much weight on the rider's arms (I spoke with some superbike riders who have also been looking for a solution to the issue).

The bike hums along nicely in top gear, cruising along at 110km/h is vibrate free and temperature stable at 83°C. It's a nice, pleasant ride...

Roll-ons from 4000rpm in fourth gear are impressive, the top-end rush is fantastic. I'm going out on a limb here and matching it to the S 1000 RR. The Ducati 1299 would leave both bikes in its wake. This year's shootout is going to be a ripper!

Around town the YZF-R1 is civil and typically Yamaha silky smooth.

Clutch action is fantastic, the light and progressive action helped by the three-spring mechanical lock-up system. The engine does not run as hot as the old one, which often cooked legs hovering around 110°C most of the time. The dash, in Street Mode, is comprehensive but very small so I could not read much on it without really taking my eyes off the road for too long.

Switchgear is purposeful and well laid out. The roll and click mouse for menu scrolling is fantastic, plus the new kill switch/starter combo is nifty.

The mirrors are good for checking armpit hair but not much else. I could only use them if I lifted an arm off the handlebars... and as for storage, take a backpack. My wallet would not even fit under the seat let alone smokes and a phone... Small things make a difference, such as the easy to access side-stand, high quality paint finish, great security protection and lightweight manoeuvrability around town. At \$23,490 + ORC, the YZF-R1 is the most expensive Japanese four-cylinder superbike. It is also the most high-tech and the most powerful. In terms of bells and whistles, the R1 offers good value for money in my opinion – if you are into those things.

In summary, the new YZF-R1 is purely built for performance and this time no street luxuries at all have been built into the bike, however, it does a remarkably good job as a modern street sportsbike. I guess you can never judge a book by its cover... **AB**

The YZF-R1 makes a much better road bike than expected and brings a new level of technology to inline four-cylinder Japanese bikes. A MotoGP bike for the streets!

The front gets light, the bars wiggle as the front wheel skims the surface and the engine screams...



**1. The engine is completely redesigned and is much revvier than the outgoing big bang motor. It also makes a lot more top-end power! 2. The 43mm KYB forks are top notch quality and give a plush yet supportive ride on the roads, with easy adjustment on track.**





# R-SERIES

# DNA

TEST: **KRIS HODGSON** PHOTOGRAPHY: **COURTESY OF YAMAHA**

**T**he LAMS category in Australia is an interesting segment, which has seen a massive shift in the last decade, as manufacturers seek to capture new and younger riders, hoping to build brand loyalty and create future customers. Yamaha have been delayed in joining the competition in the 250-300cc capacity but now with the YZF-R3 they've put their cards on the table and they're onto a winner.

Arriving at Yamaha HQ in Sydney, my first look at the R3 leaves me impressed. Styling is a mixture of the new R1 meeting the older R6 and as is the trend now, the bike would be easily mistaken for a larger machine. Wheels are a trendy light spoked design and forks aren't the thin (diameter) items you'll sometimes find on LAMS options, boding well for front-end performance, while wide mirrors, a taller screen and sporty colour schemes, on the blue and red options at least, really make the R3 stand out.

Jumping on the bike everything falls to hand, with a low seat height and good reach to the bars and pegs. Controls are simple, with your starter, kill switch, indicators and high beams all easily used.

Levers aren't adjustable, but the dash is top notch, with a gear indicator and shift light. The only area I wasn't highly impressed with was the finish of the paint, with these bikes already having been tested by Yamaha to get some video footage, with a few scratches through the paintwork.

It is worth mentioning the R3 is \$6999 ride-away or \$6099 plus on roads, which to me at least seems very competitive and good value. Now with my one gripe out of the way, onto riding the bike itself.

## THE RIDE

As mentioned the R3 is comfortable and well proportioned, with the taller and larger journalists over the two days also happy, which bodes well for larger riders.

Setting off into relatively light traffic in Western Sydney towards Cessnock the 321cc in-line twin-cylinder was placid at first, and power comes on meek, but very

Yamaha's new YZF-R3, or just R3 as it will no doubt be known, is set to upset the learner category...

controllable at low revs, making for ideal taking off and low speed control. The clutch is light and easily balanced, while the front and rear brakes provide good stopping power at low speeds.

There's good torque on hand for propelling you along, while the engine revs happily with less vibrations than its single cylinder competition and a larger and more interesting rev range.

Powering through traffic is easy and you're sure to be ahead of any cars if you filter to the front if you're a bit more aggressive with the throttle.

Handling is also super light and very

**The R3 is surprisingly sporty for a low capacity LAMS bike with a heap of power higher in the rev range, making it a great bike for hooning around on, but still very manageable in traffic or for those who want a more laid back ride or commute.**

agile, which isn't something I normally notice so significantly coming from my usual ride – which ended up feeling a bit portly after a few days on the R3!

Another aspect of the R3 that really surprised me is that it's not fitted with a slipper clutch, with the fueling set up to provide the same kind of experience, meaning in general traffic knocking down through the gears for a bit of engine braking was both fun and didn't get the handling out of line.

Heading onto the open roads however is where I was really able to appreciate the R3, with the ability to use the rev range a little







more freely. Where below 7000rpm the R3 is all manners and easy acceleration, above 7000rpm you really get into the powerband, with enough acceleration to really enjoy yourself and have some fun. Plus if you're hooning, aggressive throttle use from down low will net you a fast take-off thanks to the quick spinning engine.

What's also really impressive is that power doesn't start dwindling off, I wasn't quite hitting the rev limiter but getting close and the R3 was still powering along impressively, especially testing on the private road section. The engine is super willing to rev from 7000rpm through to

**It's easy to dismiss the smaller capacity offerings but the R3 provides the same thrills I was experiencing on Yamaha's MT-07, it's just easy to ride fast and you can get more out of the motorcycle without instantly endangering your licence.**

12500rpm, remaining smooth and not too loud, without the bike starting to feel like you're pushing it too hard.

In reality the bike feels most at home right up high in the rev range even sitting between 11000 and 12000rpm. There's no resistance through the throttle and fueling provides a very smooth and linear power buildup, which is perfect for good control and for less experienced riders.

For the road testing I used an R3 equipped with the stock Pilot Street tyres, with stickier Dunlop rubber on most of the bikes for the test facility we visited on the second day of the launch.

For the road riding, which was mainly in dry conditions except for some very light drizzle I couldn't fault the stock Pilot Street tyres, even pushing the envelope a bit.

The other real standout for the R3 was the suspension, forks are 41mm items, doing a bit of one-up-man-ship over most of the competition, not just in diameter but also in performance, while the rear shock offers preload adjustability, which can help for minor adjustments, like to stiffen up the rear – a common choice for the larger riders on the private road at speed.

What was interesting was how well received the suspension was by all the



## STYLING & ELECTRONICS

The Yamaha R3 comes standard with ABS, with the digital display providing a gear indicator, change light, oil change warning light, and ABS lamp, while the tachometer is analogue.

The taillight is an LED unit, with a low seat height of 780mm and the tank capacity is 14L.

Available colours are blue, red and black, with a huge variety of accessories available, including slip-on exhausts, from Akrapovic, a seat cowl, frame sliders, a sportier screen, a rear seat bag that replaces the pillion seat, a rear carrier and top case, as well as LED indicators, and some billet goodies, such as a fork caps, stem cover, pivot cover set (frame plugs) and swingarm spools (pickups).

journos over both days, with comments on how well it handled rough Australian roads, as well as more sporty riding, a feat which really speaks to great development by Yamaha, when you consider the wide range of rider sizes and weights.

The chassis and suspension actually provided amazing feedback, even over the extremely rough sections we encountered up Wisemans Ferry way, with the ability to just ride through most of the poor surfaces.

Keeping the throttle open, the bike balanced and committed and it would just take you over the road imperfections with the suspension swallowing the majority of roughness and leaving you with just a secure feeling of control and feel.

Braking was another strength, the single floating front rotor with two-piston caliper does a good job, with reasonable bite, easy modulation and great feel, plus ABS to provide that extra peace of mind. The rear is a single piston item, grasping a smaller 220mm rotor and I'll admit to trying to get the ABS working over a few sections, including over some light gravel where we did tracking shots and couldn't even get a twitch out of the ABS.

Overall the R3 really impressed me, the engine, chassis, suspension and looks are ticking all the boxes, with a great price and styling that any learner could be proud of.

It's big bike feel with great power and handling, while remaining controllable for new and experienced riders, straight out of the box with no additional money spent.

I would be hard pressed going past the Yamaha R3 if I were stuck on a LAMS bike for a few years and with Valentino Rossi's seal of approval it's hard to argue with this awesome machine. What really sets it apart for me is that I could buy one and do very little even if I was just working on my track riding, maybe some adjustable levers and I would be totally happy, although the carbon-fibre Akrapovic exhaust Yamaha have available would be a nice piece of kit too! 



1. The R3 uses a long steel asymmetric swingarm and the same swingarm to wheelbase ratio of the latest R1 for sporty and agile handling.
2. The 321cc inline twin is a real cracker with great power, especially high up in the revs. It's super willing to rev hard and fast and an impressive 42hp is available.
3. The wheels are very sporty for a learner legal offering, being lightweight cast aluminium items that also benefit from hollow axles to reduce weight.

## CHASSIS

The Yamaha R3 uses a steel diamond-type frame, which is electro deposition coated to prevent corrosion, with a long pressed-steel asymmetric swingarm with hollow axle, following in the R1's footsteps and ensuring stable handling, sharing the R1's swingarm to wheelbase ratio.

Suspension is 41mm forks, held by an aluminium handlebar crown and under bracket, with 130mm of travel and without adjustability. The rear Monocross shock offers 125mm of travel and is preload adjustable, as well as being mounted directly to the swingarm.

Wheels are 17in 10-spoke lightweight aluminium items with hollow hubs for further weight saving, with a 298mm front rotor and two-piston caliper, while the rear is a single-piston caliper grasping a 220mm rotor.

Weight distribution is also almost 50:50 front to rear, with a fully fueled curb weight of 169kg.

## ENGINE

Powering the R3 is an all new 321cc inline-twin with an 180° crank for its easy revving nature, with DOHC and four-valves per cylinder. Power is an impressive 42hp at 10750rpm, with 29.6Nm of torque at 9000rpm, aided by compact multi-cone combustion chamber design and a downdraft throttlebody with narrow angle (12° IN and 12.75° EX) 26mm IN and 22.5mm EX valves. The twin uses an offset cylinder design, reducing frictional losses, with DiaSil cylinders – a first in a Yamaha twin, with the aluminium design including 20 per cent silicon for friction resistance and heat dissipation, while reducing weight.

This also allows the use of low tension piston-rings to reduce horsepower losses. Forged aluminium pistons reduce weight, with lightweight rigid carburised con-rods offering finer tolerances than standard rods. A lightweight primary balancer also does a great job throughout the rev range at reducing vibrations and engine noise, with the engine mounted by two front rubber mounts and three rigid mounts rear. Progressive throttle pulleys also do a great job in smoothing power delivery and ensuring control, giving a more carburetor like feel.

## SPECIFICATIONS

### YAMAHA YZF-R3

yamaha-motor.com.au

**WARRANTY:** Two years/unlimited kilometre

**COLOURS:** Red, Blue, Black

**CLAIMED POWER:** 30.9kW [42hp]@10750rpm

**CLAIMED TORQUE:** 29.6Nm [21.8ft-lbs]@9000rpm

**WET WEIGHT:** 169kg

**FUEL CAPACITY:** 14L

**ENGINE:** Liquid-cooled, DOHC, inline twin-cylinder, eight-valve four stroke, 68 x 44.1mm bore x stroke, 321cc, 11.2:1 compression, TCI ignition,

**GEARBOX:** Six speed, constant mesh

**CLUTCH:** Wet multi-disc

**FINAL DRIVE:** Chain

**CHASSIS:** Steel diamond-type tubular frame, long steel asymmetric swingarm, Rake: 25°, Trail: 95mm

**SUSPENSION:** 41mm KYB forks, 130mm travel, Monocross shock, preload adjustable, 125mm travel

**BRAKES:** ABS, single 298mm floating rotor, two-piston caliper, single 220mm rear rotor, single-piston caliper

**WHEELS & TYRES:** Cast aluminium 10-spoke, Michelin Pilot Street, 110/70 – 17, 140/70 – 17,

### DIMENSIONS:

**WHEELBASE:** 1380mm

**GROUND CLEARANCE:** 160mm,

**SEAT HEIGHT:** 780mm,

**OVERALL HEIGHT:** 1135mm,

**OVERALL LENGTH:** 2090mm,

**OVERALL WIDTH:** 720mm

**INSTRUMENTS:** Analogue tachometer, digital display, gear indicator, shift light, oil change light



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# BRITISH IRON

Stepping back in time on the all-new Norton Commando Café Racer...

TEST: **JEFF WARE** PHOTOGRAPHY: **HEATHER WARE**

**N**orton. Is there any cooler name in motorcycle history? I am no British bike fanatic but the font and the name are seriously cool and there's no denying that the new Commando range looks unreal – whether you are into that type of bike or not...

I walk around the bike in admiration. The build quality is good – deep silver

far back and my knees are sticking out like sails in the breeze.

I fire up the big parallel twin and it settles into a low rumble, clunking and clattering and sounding like it's full of nuts and bolts. I love the character but want more exhaust sound. I'd be throwing the OEM mufflers out ASAP and putting open pipes on this stunner if I owned it.

The engine is old school and I've accepted that. I've found the sweet spot of 3500 to 5500rpm and there is no point revving outside that range unless you want to do an imitation of a mechanical paint tin mixer!

The gearbox action is a long, slow shift and if I try to rush the shift or shift at the same

Once on the go, riding that torque curve and rolling corner to corner is a great experience...

paint, rich chrome, lots of polished alloy and stainless-steel mufflers. I do notice casting marks on the primary cover that have not been polished out, which is disappointing, but aside from that the finish is good quality.

The bike is an odd mix of old and new. The engine looks very similar to the original Commando twin aside from the obvious being the much larger cylinders. The waistline of the fuel tank is stunningly slender and the 'bars low and narrow. The tank is very long and the seat flat with the café-racer hump. Modern Ohlins forks, Brembo radial-mount calipers and wide wheels and fat hoops support these classic styling traits. The balance is just right...

I sit on the bike for the first time. The reach to the 'bars is a loooong way. The fuel tank is slim between the knees but unfortunately the knee indents are too

I disengage the hydraulically actuated clutch and select first gear. Clunk!

Within 150m there is a nice left curve and I carve through it on the 961, grinning already and to be honest a bit gob smacked at how nicely the bike steers and tracks through a smooth, fast turn. Next I do 20-odd kilometres of hellish peak hour traffic before I'm free again heading north.

The 961 is not a commuter bike – it rumbles, farts, rattles, clunks and is incredibly uncomfortable – we will leave it there as really, it's pointless commenting here as the bike is out of water completely...

So back to my twisties. Just like the Moto-Guzzi V7 Stone is one of the best fun machines in the smooth 80-zones of my local roads, the Commando too promotes good times at sane speeds that don't land you in the lock-up.

speed as I would with a conventional 'box, the gears won't engage and there is a false neutral between every gear. The engine doesn't like the throttle snapped open, either, so everything you do has to be done with finesse and patience on the 961 – think wet weather riding.

Once on the go, riding that torque curve and rolling corner to corner is a great experience. The ride position begins to make sense and the bike actually handles really well on smooth tarmac. There is a lot of weight there – no official numbers are available and I've read some claiming 183kg dry, others claiming 205 dry, but my estimate is closer to the 220kg range. That said, the steering is quick and accurate, the bike tracks well, the brakes are sensational and although soft the Ohlins suspension could doubtless be dialled in





very nicely.

On the bumpy roads there is a lack of spring control on standard settings, making the 961 unstable particularly at the back. All in the set-up, though, and there is no questioning the quality of the suspension.

The 961 is fitted with Dunlop Qualifier tyres – I was surprised not to see Avon's on the bike, given its country of origin.

The Avon 3D Ultra Sport would work well.

Few bikes have caused as much of a stir as the new Norton Commando among the middle aged motorcyclists of this world. Those lucky enough to have enjoyed the heyday of British motorcycle domination when names like Triumph, Norton, Velocette, Vincent, HRD, BSA, Royal Enfield,

Brough Superior, AJS, Ariel, Matchless, CCM and dozens more rules the TT and streets most likely drooled over the first Norton Commando 750 in 1967 or subsequent models through to the 850.

Despite the fact that the engine design was already over 20-years old in 1968, having being pencilled by Bert Hopwood in the 1940s for the 7 Twin, 





1



2



3



the Commando was a great success. It was sporty, nimble and at 190kg, lightweight. Despite being unreliable it had a cult following.

Fast-forward to 2010 and Norton Motorcycles UK (owned now by Stuart Garner of Norton Racing) shipped the very first example of the new Norton Commando from its factory in Donnington, UK.

Five-years later, after a long wait, Norton's are finally Down Under, with NFI becoming the Australian importer and distributor of all three models, the Café Racer, SF and Sport.

Before you get all excited, the first shipment was completely pre sold and they are not a cheap motorcycle. The 961 Sport will set you back \$31,490 + ORC, the 961 Café Racer as tested \$35,490 + ORC and the top of the line

961 SF, based on the Sport but with Ohlins suspension, upgraded brakes and lots of carbon-fibre, will set you back \$37,490 + ORC.

Well, there is no looking past the price but those who buy one of these exclusive hand built machines are probably willing to part with just about anything to get one and I would be willing to bet that they won't go down in value at all as the years pass by...

The Norton Commando 961 is primarily a work of art and you would not be judged if you never even rode the bike – rather parked it on show in the bar or lounge room in a glass case. If you ride the bike, you will find it is slow, heavy, old school but sure to make you smile, particularly if you are from the original Commando era. **RB**



**1. Pushrod parallel-twin is very old school and looks just like the original Commando engine. 2. Cool cafe racer clocks and low set cafe racer 'bars. 3. Wide spoked rims, wide rubber, Ohlins forks and Brembo brakes are top notch.**

## SPECIFICATIONS

### NORTON COMMANDO 961 CAFÉ RACER

frasermotorcycles.com.au

**PRICE:** \$35,490 + ORC

**WARRANTY:** Two-year, unlimited kilometre

**COLOUR:** Manx Silver

**CLAIMED POWER:** 58.4kW[80hp]@7700rpm

**CLAIMED TORQUE:** 90Nm[66.4ft-lbs]@5200rpm

**CLAIMED DRY WEIGHT:** N/A

**FUEL CAPACITY:** 17L

**ENGINE:** Air-cooled, parallel-twin, push-rod valve actuation, two-valves per cylinder, dry sump, three-bearing crank and balancer shaft, 88 x 79mm bore x stroke, 961cc, 10.1:1 compression, EFI, two-into-two exhaust

**GEARBOX:** Five-speed, constant mesh

**CLUTCH:** Wet, multi-plate hydraulic, Brembo master-cylinder

**CHASSIS:** Tubular steel frame with integral oil reservoir, twin-sided steel construction swingarm, fully machined billet yokes, Rake: 24.5°, Trail: 99mm

**SUSPENSION:** Ohlins 43mm USD forks, preload, compression, rebound damping adjustable, Ohlins reservoir-style twin shocks, ride height, preload, compression and rebound adjustable

**BRAKES:** Dual Brembo 320mm floating high-carbon stainless steel rotors, Brembo four-piston goldline radial calipers, single 220mm rear rotor, Brembo two-piston caliper

**WHEELS & TYRES:** Polished rim, stainless steel spoke, 3.50 x 17in, 5.50 x 17in, 120/70 – 17, 180/55 – 17

**DIMENSIONS:**

**WHEELBASE:** 1423mm

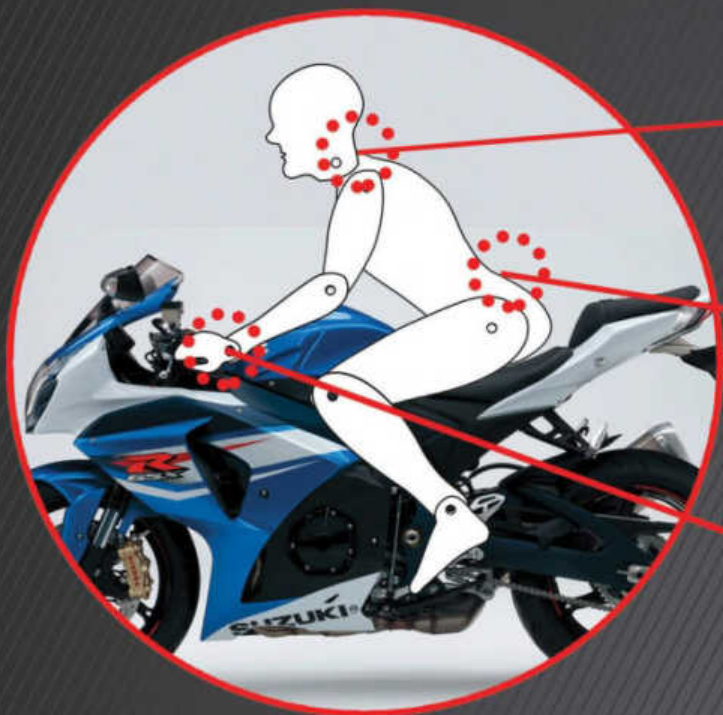
**SEAT HEIGHT:** 813mm

**INSTRUMENTS:** Multi-function Norton electronic analogue speedo and tachometer





Are You Suffering From -



Neck Pain?

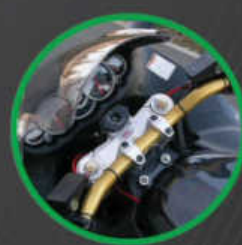
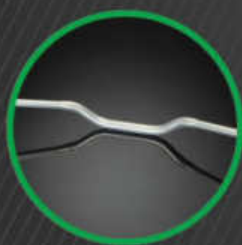
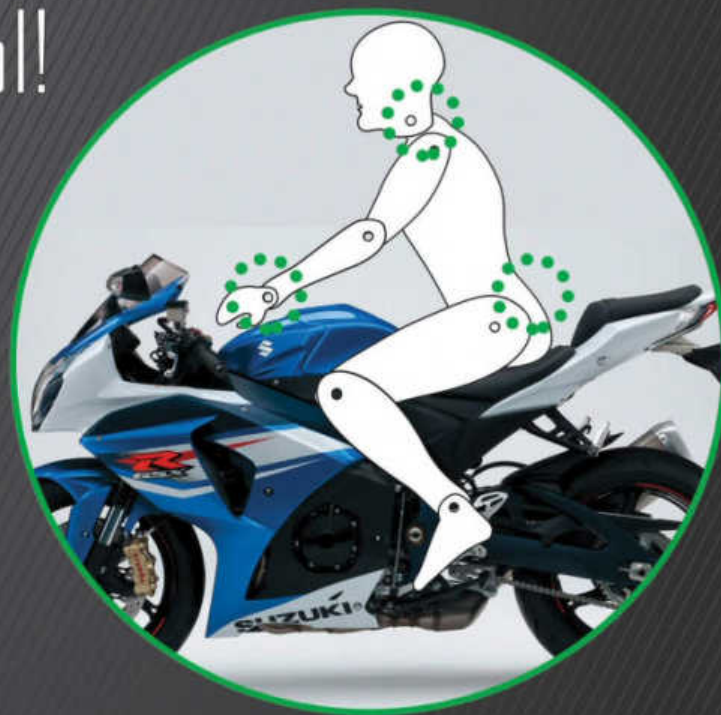
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# CONFEDERATE HELLCAT

WORDS: **KRIS HODGSON** PHOTOGRAPHY: **KNACKERS BDP**

Inspired by the F9F Hellcat fighter plane of World War II, the Confederate Hellcat X132 combines aggressive styling with handmade craftsmanship...

**Y**ou've probably heard of Confederate, the American motorcycle manufacturer producing very limited models, which have been snapped up by the rich, famous and influential alike.

Founded in 1991 by Matthew Chambers in Louisiana the business faced its fair share of hurdles, going bankrupt in 2001 after producing 500 of the first generation Hellcat model in the proceeding five-years.

Confederate would return in 2003, to start producing the second generation Hellcat, of which 75 were made prior to the factory being hit by Hurricane Katrina, causing serious damage and leading to a relocation to Birmingham Alabama. The GFC hit Confederate despite being such an elite luxury product, with founder Matthew admitting those who could or would be purchasing their motorcycles were less inclined to in a political and economic climate where so many suffered and spending was under the public spotlight.

This Hellcat X132 was preceded by the Hellcat X131, with slightly more mainstream styling, where the X132 has taken a slightly different approach, with its bench like single-seat, double beam swingarm, and even more stripped back and beefy style. Gone are the three separate front lights, reminiscent of something out of Terminator, instead replaced by a more traditionally styled headlight, but not without a twist – more on that later though.

The X132 Hellcat also came to renown in the hands of collector James Hoegh who piloted his Combat Prototype to a new land speed record

for an unfaired, naturally aspirated pushrod V-twin over 2000cc, with an average top speed of over 170mph at Bonneville.

The Combat edition has boosted power over the regular edition you see gracing these pages, which benefits from the same X132 Copperhead engine, a 2163cc (132 cubic inch) 56° V-twin.

Adding to the exclusivity, innovative and 'avant-garde design' as Confederate put it, is the fact the cases are machined from two pieces of 6061 aircraft-grade aluminium. The V-twin is a square design, with the bore and stroke both measuring 111.8mm, with a single-piece forged crank and journal bearing design, while Confederate's patented five-speed close ratio gearbox uses their output shaft bearing support system, with a chain final drive providing power to the rear wheel.

The belt-driven cams are visible through trick engine covers, which incorporate machined polycarbonate windows, while the dry clutch is protected by honey-comb mesh to stop debris from getting inside.

The chassis is equally trick, consisting of a 3in 120-wall hard steel backbone

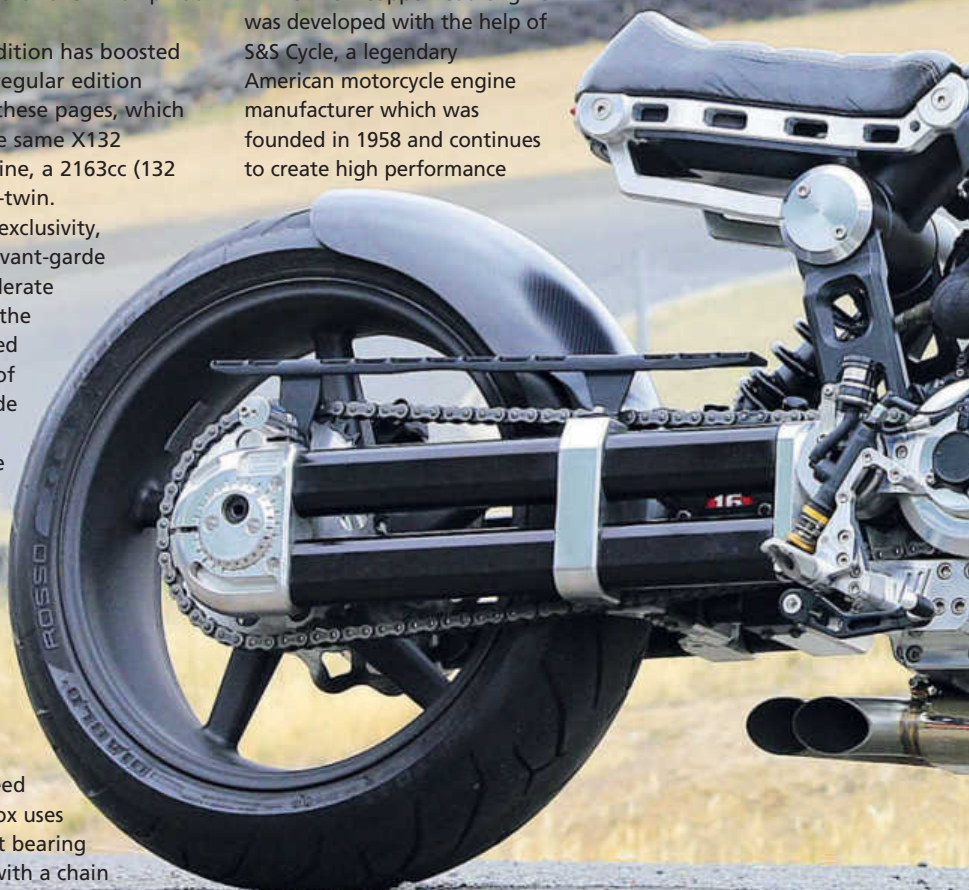
with downtube of the same material, hand TIG welded together.

The X132 Copperhead engine was developed with the help of S&S Cycle, a legendary American motorcycle engine manufacturer which was founded in 1958 and continues to create high performance

replacement engines, often used in Harley-Davidsons or by custom motorcycle builders.

S&S developed their own X-Wedge push-rod V-twin engine, with the same 56° cylinder angle of Confederate's X132, while the X-Vault system was developed to allow the X132 engine to mount onto the frame with bushings,

The Hellcat is seriously tough, especially with the straight through exhaust, heavy duty swingarm and tiny rider's seat. The torque produced is also staggering and not for the weak of heart.





The X132 boasts incredible figures... with a massive 150ft-lbs of torque on tap...



becoming a stressed member and offering more rigidity, ensuring better power delivery to the rear wheel and more agile handling.

The 3in backbone segment of the frame also offers the benefit of storing oil, while the tank is a deep drawn steel item with exceptional lines and quality of finish, that is necessary with

so much of the tank itself on display, rather than hidden below the frame as on many other bikes.

This is no show pony though, as the current steep asking price of \$79,990 for the basic Hellcat suggests, everything is top shelf.

Front forks are a set of Combat-spec WP (White Power) 48mm items

with rebound and compression adjustability for high and low speed actuation, with 81mm of travel.

On the rear a single custom Race Tech Coil-Over shock controls the swingarm and rear wheel, with an external reservoir and offering rebound and compression adjustability, again for low and high speed actuation. 



**SPECIFICATIONS****ENGINE:**

Air-cooled, 56° V-Twin X132 Copperhead (X-Wedge), 2163cc, 111.8 x 111.8mm bore x stroke, one-piece forged crank, journal bearings, machined 6061 air-craft grade billet aluminium cases, S&S cylinder head, S&S rocker boxes, S&S EFI, K&N airfilter, close-ratio five-speed gearbox, Bandit clutch and primary drive, Confederate TIG-welded stainless steel exhaust

**CHASSIS & BODYWORK:**

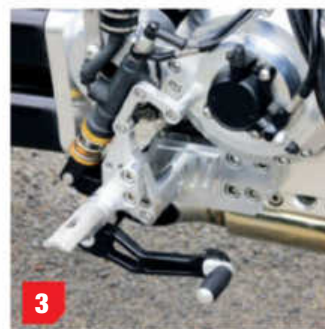
Hand TIG welded 120-wall hard-steel 3in backbone frame with down tube, oil in frame, billet aluminium sub-frame, billet aluminium triple-clamp, dual-beam two-sided aluminium swingarm, WP (White Power) 48mm forks, custom Race Tech fully adjustable offset shock, BST carbon-fibre wheels, Beringer four-piston AEROTEC radial calipers, Beringer floating stainless steel front rotors, Beringer brake and clutch master-cylinders, dual-piston Brembo Monobloc caliper, cross-drilled Brembo stainless steel rear rotor, Brembo rear master-cylinder

**BODYWORK:**

14.6cm headlight with integrated indicators, billet triple-clamp, carbon-fibre front and rear guards, Newton fuel filler cap, Beringer billet controls, Rizoma foot controls and pegs, Rizoma 'bar-end mirrors, Beringer adjustable levers, LED taillight, swingarm mounted LED rear indicators, hand stitched premium leather single-seat, Motogadget instruments

**POWER:**

96.4kW[135hp]@5100rpm  
196.6Nm[152ft-lbs]@2000rpm  
226kg weight



The dual-beam two-sided swingarm is beefy to cope with the X132's power and even more impressive torque, with the pivot point machined into the cases and heavily over engineered for strength and durability, like most of this machine.

The swingarm design is a proprietary Confederate design, with its length assisting in handling and putting power to the ground and contributing to the bike's lauded agility.

Front brakes had to match the bike's impressive donk, with dual Beringer AERONAL floating stainless steel rotors matched to powerful Beringer four-piston AEROTEC radial calipers. The rear on the other hand boasts the more commonplace Brembo items, with a single cross-drilled stainless steel rotor, with two-piston Monobloc caliper. Where the rear Brembo item is a typical drilled rotor, with a lightened rear sprocket on the other side of the wheel to match, the front rotors are solid five-button items.

Assisting in keeping the X132's weight to a minimum – an impressive 226kg in fact, are an awesome set of BST carbon-fibre wheels, with a 6 x 17in on the rear and a

3.5 x 17in on the front, with this particular Hellcat fitted with Pirelli Diablo Rosso IIs.

Of course while all the larger items are impressive, it's the smaller details that add to this amazing motorcycle, with minimalist carbon-fibre front and rear guards sitting close to the wheels and helping to set off the carbon-fibre sections of the wheels which haven't been painted over.

The hand-stitched leather single-seat perches on a tiny billet aluminium subframe, well clear of the rear wheel, while the foot controls are Rizoma billet items with stainless steel fixings, offering good clearance and setting off the large areas of polished cases. Where the frame doesn't hold oil it instead hides the wiring loom, ensuring a very clean overall effect, with individual touches like the chain guard, billet air-filter plate and bike controls are top notch.

Billet grips come standard, as do the Rizoma 'bar-end mirrors and Beringer adjustable matched levers and machined billet switch blocks. Lighting includes an LED headlight with integrated indicators, LED brake and tail light built into the subframe under the seat and indicators mounted off the rear swingarm. A Motogadget

**1. The custom Race Tech rear shock mounts directly to the swingarm and frame. 2. 48mm WP forks, four-piston Beringer AEROTEC calipers with floating stainless rotors and BST carbon-fibre wheel. 3. Foot controls are Rizoma items, with a Brembo rear master-cylinder and billet brake reservoir.**

instrument panel is integrated into the Confederate upper triple-clamp and on some Hellcats clip-ons include top of fork brake and clutch reservoirs. The owner of this bike, Troy chose to go with the taller and more comfortable Combat-spec riser and 'bar setup.

Of course there's more to a bike than it's components with the X132 boasting some incredible figures, as suggested by the land speed record, with a massive 150ft-lbs of torque on tap, which is approaching 30 per cent more torque than a Yamaha VMAX. Power is a more reasonable 132hp, advertised as 132hp for the 132 cubes.

For owner Troy, as a long time bike aficionado the Confederate Hellcat X132 caught his eye after Brad from Bike Craft pointed it out to him, for being so different – in a good way! He purchased this bike with a few modifications at his request, waiting over a year for it to arrive and pass ADRs. Troy also admitted when we talked about the torque available that on his second ride when he opened the bike up he was left holding onto the 'bars by his finger tips – it's that insane. It's a very unique motorcycle, which is exactly what Troy was after. **END**





As used by Superbike Rider Ben Henry.

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# V8 MATE

WORDS: **JEFF WARE** PHOTOGRAPHY: **OWEN STUART**

1000cc of V8 awesomeness  
made right here in OZ...

**A**s Ian Drysdale blipped the throttle of the 750cc V8 in his Melbourne workshop, I was in awe. The sound reminded me of a howling F1 car. Very few bikes make the hair stand up on the back of my neck when they are free revved – some MotoGP bikes, any Pro Stock or Top Bike drag racer, any two-stroke racer and definitely this amazing machine.

As the engine-temperature rose, Ian carefully watching the MoTeC display, he took the revs a little higher and higher until finally the howling V8 was filling the workshop with a glorious note that no other bike gets close to – no bike sounds this good. I'd buy one just for the sound!

Walking around the bike for a close encounter, the workmanship is stunning. Gorgeous sand-cast crankcases and cylinder block, smooth curvaceous bodywork and that amazing exhaust system – the eight-into-two-into-one-into-two!

"I haven't started the bike for months," smiles Ian as the bike settles into a nice idle and stabilises at 88°C.

"I was only revving it to 7000rpm then, you should hear it when it is on full song at 17,000rpm!

"The cooling system is very efficient, it will happily idle away for a long period of time and remain around the 80 to 90°C range".

With that Ian gives the bike another few big revs and as luck would have it, I was able to capture this on video and you can hear it in all of it's glory here – <http://youtu.be/F5tkMycW8DE>

This 750 was Ian's personal bike. Unfortunately there was no 1000 available when I visited separately to the photographer, however, the 750 note was more than enough to give me an idea of the 1000cc engine and the memory of that sound still has me grinning – the flat plane 180° crank V8 sounds just like a Ferrari on steroids!

The first 750 V8 built by Ian way back in 1997 set the world talking about the amazing machine, with our own Sir Alan Cathcart becoming the very first











The sand-cast crankcases are the work of Ian and the late Neil Kilner of Accurate Patterns.



outsider to ride the bike, praising it highly and drawing the world's attention.

Ian would later build a 1000cc naked version called the Bruiser, thus going on to build the 1000cc V8 sports version as pictured, four of which have so far arrived at customer's homes for \$100,000 AUD a pop. Ian hopes to build two more, one for himself and one for his business partner, leaving enough spares to service the six bikes for good – talk about exclusive motorcycling...

As a mechanical and engineering nerd myself, wandering around Ian's workshop for the brief period I was there, was like Nirvana. I love helicopters and there was one sitting on pallet racking, ready to have twin turbocharged Honda Blackbird engines fitted. Another engine I love, the



radial engine, was also represented – the stuff dreams are made of – an original Pratt & Whitney R-4360 28-cylinder 3500hp radial engine. I asked Ian why he had it. His reply? "If you have to ask, you don't understand..."

That sums up this man who has a love of engineering, particularly engines, and anything different and powerful.

Most of you would be aware of the V8 Drysdale but perhaps not completely aware of just what components come together to create this absolute masterpiece of Australian engineering.

The first and doubtless the most important fact about the Drysdale is that Ian Drysdale, the creator and engineer, is a motorcycle enthusiast through and through. He has not built this

**1.** The upper cases have the cylinder blocks cast into them. **2.** Modified YZR600 pistons are used with custom Crowder conrods. **3.** Custom Drysdale headers are a eight-into-two-into-one-into-two system. **4.** The glorious tone from the dual underseat mufflers is like nothing else you've ever experienced. **5.** Cams for the V8s are made in house by Ian, with Clive Cams grinding them to spec.





machine for commercial purposes or for notoriety or any other reason, other than the challenge and to have a V8 bike! Originally commissioned to build a few trick sidecar engines back in the day, the V8 concept morphed from there to where it is now.

Over the years Ian has owned a wide range of motorcycles from the trusty CX500 and 650 to modern adventure bikes like his KTM 950 Adventure. Throw in plenty of classics like XRs, TTs, BSAs and even the trusty CT90 and you have a bloke that loves bikes. When that bloke is an extremely talented engineer, fabricator, machinist, mechanic and tuner – you're going to see something special roll out of the workshop door...

Ian started riding when he was just 10-years old and aside from his love of flying helicopters, which really are the motorcycles of the sky, the 56-year-old Melbournian spends most working hours doing one thing or another that is motorcycle related...

The V8 1000 is a combination of amazing original Drysdale components and OEM (mostly) Yamaha parts.

Let's start with the glorious engine...

First the crankcases. These sand-cast beauties were the creation of Ian and with the help of the late Neil Kilner of Accurate Patterns, Melbourne, were cast-up and

**The stunning one-piece bodywork is fibreglass and fabricated by Duncan Harrington. This bike is painted in Ferrari Yellow by Peter McKinnon.**

become the bones of this incredible engine.

The cases have the cylinder blocks cast into the upper case, with 62.0mm bores inserted in. Modified YZR600 pistons and rings swing off custom Crower conrods on the Ian Drysdale designed and machined billet 180° crankshaft, itself turning on modified Yamaha plain main bearings. Compression ratio is a moderate 10.5:1, as being a V8 it is all about rpm and the bonus of reduced piston speeds. The four camshafts are made in-house by Ian and team then ground to specification by Clive Cams at Ferntree Gully, Victoria. Both sets of cams remain chain driven. The cylinder-

heads are FZR600 items that have been heavily ported and flowed using a flow bench. The OEM inlet valves are retained, however, Ian redesigned and manufactured his own exhaust valves.

The lower case houses the highly modified Yamaha FZR1000 wet clutch, reworked Yamaha YZF750 gearbox cluster, redesigned to accommodate a cassette-style gearbox set-up, and there is a large wet sump.

Overall gearing is 16/48 and the shift patten is road shift. Clutch actuation is hydraulic...

No oil cooler is required, only a

The four camshafts are made in-house by Ian and then ground to spec by Clive Cams.







## SPECIFICATIONS

**ENGINE** 2013 Drysdale 1000, 32-valve quad OHC four-cylinder, 90° four-stroke liquid-cooled V8, 62.0mm x 41.3mm bore x stroke, 10.5:1 compression ratio, sand-cast crankcases, billet flat-plane crankshaft, Yamaha plain bearings (modified), Crower conrods, modified Yamaha YZF600 pistons and rings, cylinders cast into top crankcase, Drysdale camshafts, FZR600 inlet valves, Drysdale exhaust valves, modified FZR600 cylinder-heads, Honda radiator, modified YZF750 gearbox (now cassette-style), FZR1000 clutch, eight Keihin 39mm throttle-bodies, Drysdale airbox, Drysdale inlet manifolds, exhaust headers, Black Mamba muffler, MoTeC M800 engine management system.

**CHASSIS & BODYWORK:** 2013 Drysdale V8 1000 frame, ERW mild steel material, YZF-R1 triple-clamps, modified Kawasaki ZZR1100 swingarm with underslung linkage system, 1415mm wheelbase, KYB 43mm forks with Drysdale internals, Ohlins underslung shock (custom built), YZF-R1 wheels and 320mm rotors (f), 220mm rotor (r), Nissin calipers, Nissin master-cylinders, levers and brake pads, Pirelli Supercorsa SC2 tyres, Duncan Harrington Design fibreglass bodywork, alloy fuel tank, 2Pk paint to customer spec (this one is Ferrari Yellow), Honda CBR250RR headlights, YZF-R1 handlebars, MoTeC instruments, Yamaha rearsets and switches/controls.

**PERFORMANCE:** Lots and it sounds unreal!

radiator for the water-cooling. All work was carried out by Neville Hazeldmann and Ian.

An engine of this complexity needs good management, so Ian opted for MoTeC M800 engine management.

With the MoTeC system Ian has been able to tune the V8 to run silky smooth with a whopping eight 39mm Keihin throttle-bodies delivering fuel via an electric high pressure fuel pump and Drysdale fuel rail. The airbox is Drysdale design and the aircleaner is a Mazda MX-5 (nurses car!) item... Being low compression, the bike will run very well of 95 octane fuel. The exhaust system is a Drysdale unit that is a complete work of art, and the muffler is a Black Mamba.

Housing the engine was always going to be a challenge, particularly while striving to maintain a short 1415mm wheelbase.

Ian opted for a trellis-style ERW mild steel frame, painted rather than powdercoated as Ian discovered that the frame alignment altered too much during the powdercoating process.

The frame runs plenty of Yamaha parts, in keeping with the engine's origins.

The triple-clamps, 'bars, triple-clamps, brakes, wheels, levers, master-cylinders and front guard are all donated by the YZF-R1. The fork internals, however, are Drysdale, and at the rear things are very trick. The swingarm is a very highly modified ZZR1100 (remember those?) item with Drysdale underslung linkages.

The shock, custom made by Ohlins to deal with the incredible V8 engine, is also underslung. Both ends wear Pirelli rubber and the rearsets are custom made. The geometry of the bike promotes nimble handling but maintains stability, so a steering damper is not required...

**1. With so much of the bike produced in-house machinery like a lathe are invaluable. 2. The Drysdale V8 is a rare machine with just six likely to be produced all up. 3. YZF-R1 triples hold R1 forks with Drysdale internals. Brakes are R1 items on the front too. 4. The Ohlins rear shock is custom built for the underslung linkage. 5. The MoTeC dash works with a MoTeC M800 engine management system. 6. A trellis style frame of ERW mild steel was chosen but is painted not powdercoated to avoid alignment issues after powdercoating.**

To set it all off, gorgeous one-piece fibreglass bodywork, designed and fabricated by Duncan Harrington, is painted in glorious Ferrari Yellow 2Pk by Peter McKinnon.

The fuel tank, located under the bodywork is fabricated from aluminium, while the dash is a MoTeC item and the cool dual headlights are from a CBR250RR!

This bike has consumed an amazing 3000 hours of Ian Drysdale's life. Although it costs \$100,000 a pop, you could never lose on that – think about it, a standard bloody Tarago for the family costs \$60k!

If you are interested in a Drysdale motorcycle, contact them on (03) 9558 5868. 



## OWNER PROFILE

**NAME:** Ian Drysdale  
**OCCUPATION:** Owner, Drysdale Engineering.  
**LOCALITY:** Melbourne.  
**AGE:** 57.  
**YEARS RIDING?** 47-years.  
**OTHER BIKES?** 510 Husky, CT90, KTM 950 Adventure, CX500 & 650, XT500, XR500 & 600, BSA Bantam, Drysdale 2x2x2, Drysdale V8 750, Drysdale V8 Bruiser and lots more I've forgotten...  
**BIKES DESIRED?** Christini AWD, new KTM 1050 Adventure.  
**OTHER INTERESTS?** Flying helicopters. I'm building a helicopter at the moment with twin Honda Blackbird engines in it... and I enjoy good music.



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TWEAKED **DESMOSEDICI RR**







# DUCATI DESMOSEDICI RR

Ducati's V4 MotoGP race replica was released just in time for Casey Stoner's 2007 MotoGP championship win...

TEST: **WARWICK MAGUIRE** PHOTOGRAPHY: **JASON ADAMS**



This stunning piece of motorcycling history, Scott Windsor's Ducati Desmosedici RR, is perhaps one of the most exclusive and venerated motorcycles that money can buy. You'll remember Scott from issue 90 of *Rapid Bikes* where we featured his stunning Turbo Ducati Diavel, boasting 300hp – a bike which Scott toured extensively on before having the turbocharger build done by Jamie from S&R Pro.

As a life long motorcyclist Scott owned a huge range of motorcycles but was battling against Motor Neuron Disease, a battle he tragically lost earlier this year. Scott had recently acquired this bike from legend Troy Bayliss. It was Troy's personal bike...

When the Desmo first hit the headlines, we were lucky enough to ride one...

## AT THE TRACK

Every now and then things happen that become a reference point in your life. It could be a disaster or the joy from the birth of your first child. These are the moments that categorise your life, and you will most definitely know when they occur.

I had one of these experiences with the Desmosedici RR. It was at Phillip Island with one of the most exclusive and technically advanced motorcycles Ducati had ever created for sale to the public. I am talking, of course, about the D16RR, or Desmosedici RR.

This motorcycle exudes Ducati's wealth of racing experience and represents a landmark in the history of motorcycling.

Every component was selected for its performance benefit. Compromises were unacceptable. ■

## ENGINE

True to its MotoGP derived origins, the Desmosedici was powered by a L-four cylinder, sharing the same bore and stroke of the GP machine, of 86 x 42.56mm, as well as the twin-pulse firing order, Desmodromic timing, titanium con-rods and IN and EX valves with chromium nitride coating, drilled and cut camshafts to reduce weight, and pistons featuring double ribbed undercrown construction.

Both crankcases and the cylinder-head are sand-cast from aluminium, while the alternator casing and cam drive cover also sand-cast but in magnesium. The oil sump, clutch cover and cam covers are also magnesium, although pressure die-cast items.

The crankshaft is machined from a single forged steel piece, with a 70° crankpin offset that generates pulses at 0°, 90°, 290° and 380° for soft pulse timing, creating a smooth torque curve. The left and right pairs of pistons each share a crankpin, which combined with the 70° offset provides a compromise between regular even firing intervals and a Big Bang layout.

The race bike's dry sump was swapped for a more conventional wet-sump system due to the limited room available to fit an oil tank, while a number of features had to be added such as an alternator, battery, starter motor and all the associated additional wiring, while keeping the engine as compact and true to the GP machine as possible. With this in mind the engine was allowed to be 1cm wider on each side – the only compromise made.

Fueling is taken care of by Magneti Marelli fuel injection, featuring four 50mm throttle-bodies with 12-hole injectors, with the Desmosedici RR coming with a slip-on exhaust, as well as a full race-only exhaust with race-ECU to match. Volume on the race pipe is 102dB, with the quoted power figures taken with the race setup.

Power at the back wheel on the dyno was just under the 180hp figure. A cassette-style gearbox is also used, staying true to the race machine, while a hydraulically actuated dry multi-plate slipper clutch is also used.

The exhaust system is a specifically developed four-into-two-into-one system with 42mm diameter tubing with a wall thickness of 0.8mm that exits through the tail via two vertical integrated exits.





There had never been a machine this close to the equipment used to win GPs made available to regular people. Don't forget, Casey Stoner had just won the world championship on a machine only marginally different to the D16RR and here I was preparing to ride it!

As we listened to a Ducati engineer's Desmosedici presentation, Craig McMartin flew past at speed, the tremendous note of the D16RR echoing through the pit garage, sending a shiver up my spine and leaving me tingling all over.

Now it was my time to ride the Desmosedici. That internal shake was now a visible one as I attempted to stay calm. It wasn't fear, just an intense excitement caused by the stream of adrenalin pulsing through my veins. The Italian technicians looking after the D16RR fitted fresh Bridgestones, and wheeled it out.

I sat astride the exclusive kit and held the 'bars. My hands felt huge and the bike felt tiny, most likely a consequence of all the adrenalin.

Exiting pit lane, I gave the D16RR the berries into Doohan Corner and Southern Loop. I was acutely aware of the new tyres, and didn't want to throw \$110,000 down the road, so I kept it very smooth and careful for the first lap. The suspension was very rigid at lower speeds and the straight-line speed was awesome but what impressed me the most was the way it drove off turns. The traction available from the specially created Bridgestones was stupendous.

Heading down Gardner Straight for the second time, I was going almost as fast as I dared when I selected top gear. The power surge pushed me back into the rear of the seat. I'm sure I saw 300

**1. Top end Brembo Monobloc four-piston calipers adorned the front end along with Ohlins FG353P forks.** **2. The swingarm was a dual-sided aluminium item.** **3. Carbon-fibre heel and reservoir guard, Brembo master-cylinder.** **4. All the bodywork was carbon-fibre.** **5. The undertail exhaust exits through the top of the tail.** **6. Rear Brembo dual 34mm piston caliper, on 240mm rotor.** **7. Ohlins adjustable steering damper, Brembo front brake and clutch master-cylinders.**

on the speedo, and the D16RR was still pulling like a bullet train on Red Bull. My forehead started hurting due to the wind pressure on my helmet. At this speed the suspension was working properly and going into Doohan Corner, the D16RR felt as stable as Uluru.

Then, as I approached Lukey Heights, it happened. It was like I left my body and imagined I was Casey Stoner for the briefest of moments. I thought, "So this is what it feels like", at the very least it's as close as I will probably ever get. And it was sensational.

## HISTORY

Whether you're a Ducatisti or not, it's hard to argue with the impression made by the Desmosedici RR. Announced at World Ducati Week way back in 2004, the Desmosedici RR would be revealed in





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2006 at the Italian GP at Mugello, with just 1500 models to be produced over the models lifetime. Purchase priority was given to Ducati 999R owners.

Many misconceptions surrounded the later 2006 unveiling, such as the fact that Ducati had decided to create the machine due to the move to 800cc MotoGP machines in the 2007 season – removing some of the need to protect the secrecy surrounding their bike. The truth seems to be however, that the Desmosedici RR was planned as far back as 2001, thanks to Claudio Domenicali, Filippo Preziosi and Livio Suppo, with the race replica to be produced to assist in financing Ducati's racing.

Another fact that puts bunk to this suggestion is that although the Desmosedici RR shares many traits and similarities with the MotoGP machine, it isn't the same machine with road lights – with a number of different design choices made in order to ensure the bike would be suitable for road use.

Ducati did however make a huge effort to keep it as close to their racer as possible, a fact which no doubt caused issues during the production process, such as when they had to switch to twin pulse firing order.

When Ducati originally joined MotoGP the first idea was to run a V-twin, more in keeping with the brand's road going creations, while also taking advantage of the regulations which limited the different engine configurations allowed to compete in various ways.

With well over the 250hp mark required for competitive racing in the MotoGP arena however, the level of performance and engineering that would be required to create a competitive V-twin meant that a V4 option was adopted instead, based upon the 90° L-twin engines previously developed.

What did make the Desmosedici RR so special was the fact that a manufacturer, particularly a smaller factory like Ducati, was producing the closest production bike you could buy to an actual GP bike – a claim that has throughout the ages been a massive selling point for passionate motorcyclists.

Special inclusions such as a three-year warranty, including free servicing, a race ECU with race-only exhaust system and full set of decals for the real race look only added to the exclusivity. 



## SPECIFICATIONS

### DUCATI DESMOSEDICI RR

Ducati.com.au

**COLOUR:** Rosso GP, Red with white stripe

**CLAIMED POWER:** 147.1kW[200hp]@13800rpm

**CLAIMED TORQUE:**

116Nm[85.55ft-lbs]@10500rpm

**DRY WEIGHT:** 171kg

**FUEL CAPACITY:** 15L

**ENGINE:** Liquid-cooled DOHC L-four cylinder, 16-valve Desmodromic, gear-driven camshafts, 86 x 42.56mm bore x stroke, 989cc, 13.5:1 compression, four 50mm Magnetic Marelli throttlebodies, 12-hole microjet injectors, four-into-two-into-one vertical exit exhaust

**GEARBOX:** Six speed, cassette-type

**CLUTCH:** Dry multi-plate slipper clutch, hydraulically actuated

**CHASSIS:** Tubular steel trellis hybrid, aluminium swingarm, Rake: 23.5/24.5°, Trail: 98mm

**SUSPENSION:** Öhlins FG353P 43mm pressurised forks, preload, rebound and compression adjustment, TiN coated sliders, Öhlins rear shock, rebound, low/high speed compression, hydraulic preload adjustment

**BRAKES:** Dual 330mm semi-floating front rotors, radial Brembo Monobloc four-piston calipers, 240mm rear rotor, dual 34mm piston caliper

**WHEELS & TYRES:** Seven-spoke Marchesini forged and machined magnesium alloy wheels, 3.50 x 17in, 6.00 x 16in, 120/70 R17, 200/55 R16, Bridgestone BT-01 tyres

**DIMENSIONS:**

**WHEELBASE:** 1430mm

**GROUND CLEARANCE:** N/A,

**SEAT HEIGHT:** 830mm,

**OVERALL HEIGHT:** N/A,

**OVERALL LENGTH:** N/A,

**OVERALL WIDTH:** N/A

**INSTRUMENTS:** Digital MotoGP derived unit

## CHASSIS & BODYWORK

In the Desmosedici RR the engine is a stressed member, with the front steel trellis hybrid frame attaching to the front of the engine, while the swingarm pivots straight off the rear of the engine. The double-sided swingarm is fabricated from aluminium sheet, welded to a cast pivot section, while the wheelbase is a longer 1430mm to help keep the bike's power to the ground. Rake is also adjustable between 23.5° and 24.5°.

The rear subframe is a self-supporting carbon-fibre design, supporting the single rider seat.

Forks are a set of 43mm USD FG353P Öhlins pressurised forks with

TiN coated sliders, offering the first gas pressurised forks on a roadbike, with full adjustability, including compression damper adjusters, allowing balancing of the gas pressures between forks. The rear shock is also a Öhlins item, with rebound, high and low speed compression and preload adjustability.

Front brakes comprise massive semi-floating 330mm rotors, grasped by Brembo four-piston Monobloc calipers with 34mm pistons, while the rear features a 240mm rotor with twin-piston caliper, with 34mm pistons. The front lever is connected to a radial Brembo master-cylinder, with remote adjuster for

on the move adjustment.

Wheels are also custom designed Marchesini forged magnesium alloy wheels, with a seven-spoke design to match the GP machines, while benefiting from a special protective coating to prevent stress corrosion failure. Tyres are special Bridgestone items, designed specifically for the Desmosedici RR.

All the bodywork of the Desmosedici RR is also carbon-fibre, including the fairings, mudguards, airbox, while the rear seat support is a high temperature resin carbon-fibre unit that has to be able to withstand the exhaust temperatures pumped out with heavy use.



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TWEAKED **VIDA LOCA SUPER MOTARD**

# VIDA LOCA SUPER MOTARD

This Swiss custom Harley Super Motard Racer is a work of art with performance to match...







WORDS: KRIS HODGSON PHOTOGRAPHY: ALAIN SAUQUET

**W**hen you think super motard the first thing that comes to mind probably isn't Harley-Davidson, which attests to the skills of the crew at Vida Loca Choppers in creating this Super Motard.

Looking across the massively stripped down Vida Loca Super Motard the attention to detail is exemplary, with what was originally a Harley-Davidson Twin Cam 96in V-twin powering the machine. Owner Manu, from Switzerland purchased the bike as a Harley-Davidson Dyna Street Bob in 2013 explaining, "This Street Bob is surely the best frame base for a super motard at Harley."

The bike was in mint condition but what was to happen next would transform it into something drastically different, with the standard Twin Cam engine heavily modified to become a larger capacity 103in engine, something found in the new 2014 and onwards models.

Horsepower available on the 96in Twin Cam isn't advertised, unlike the larger 103in's 90hp and Manu opted to have Vida Loca beef up the engine for performance to match the heavily modified styling and chassis components.

The stock cylinder heads were replaced with 103in Big Bore Screamin' Eagle CNC ported cylinder heads, with the addition of a set of Wiseco pistons and rings, for a boosted compression ratio of 10.5:1. The Wiseco forged pistons with moly-coated skirts were joined by Zipper's Performance cams for a further performance boost. Screamin' Eagles performance valve kits were added to cope with the greater stress.

The stock HD head was ported and flowed by Dupasquier in Bulle and

Vida Loca, with the end result being compression boosted to 10.85:1. A custom oil radiator was also added, while the headers and pipe are Roland Sands Design items, with the muffler featuring a carbon-fibre tip.

The ignition system is a Zipper's Performance racing item, while a Screamin' Eagle inlet manifold was also added to ensure air-flow. A performance airfilter was added with a Roland Sand Design casing sporting the Vida Loca name, including carbon-fibre outer cover. Tuning was done by Vida Loca, with the end result of 140hp on tap, a considerable boost over the stock figure of just 90hp on most HD 103in Twin Cam engines.

Final drive remains belt-driven with the standard gearbox, while the clutch was replaced with a Screamin' Eagle Performance Race Clutch kit, to deal with the performance on offer and more aggressive riding style expected of this racer super motard.

The standard Harley-Davidson mild-steel tubular frame was retained, with modifications by Vida Loca especially on the rear and the swingarm is a Vida Loca XR1000 inspired item.

Keeping power to the ground on the front end is a set of Ohlins USD 58mm forks, offering plenty of adjustability, while the rear is a set of Ohlins TTX30 shocks with external reservoirs. To keep everything moving in the right direction a Ohlins steering damper was also added to the front end just below the ignition.

The braking system is as impressive as the suspension and modified donk, with Vida Loca branded Beringer four-piston calipers grasping Beringer solid rotors, with racing pads fitted for optimal performance.

On the rear an equally beefy four-piston Vida Loca branded Beringer underlung caliper is also fitted to a slightly smaller rotor with the same pads.

The stainless steel V Team handlebars hold Beringer brake and clutch 





master-cylinders with adjustable levers and Vida Loca reservoirs, carrying brake fluid to the Beringer calipers via braided lines.

The stock Street Bob controls have otherwise been kept standard.

Maintaining the retro look are a set of Borani aluminium tubeless wire-spoke wheels, with a 3.5 x 17in on the front and 6 x 17in wheel on the rear, both sporting 20-spokes each.

The stock Harley-Davidson tank was retained, albeit with the addition of a very cool Wunderkind Custom billet instrument cluster replacing the original item in the tank, with a custom battery cover painted to match the rest of the bike.

Front and rear guards have both been removed completely, with a duck-beak like protusion from the front headlight panel, serving to give the front end some direction, as well as highlighting the

small single Joker Machine headlight.

The tail is also a custom item from Vida Loca, while the bike was painted by MS Artrix of Aosta, Italy, which despite being very minimalistic over the few areas that required paint has given the bike a real racer feel.

Wrinkle finish on the engine cases also adds to the blacked out effect, with Spiro Pro Race leads and Joker Machine feet controls finishing off the assembly.

It's always a bit hard featuring a bike with a language barrier, but looking at the Vida Loca Choppers Super Motard it's a great insight into the great work happening overseas, with the different styles and themes, not to mention an attention to detail and performance that makes this bike a one of a kind creation. Manu is one lucky owner! 

## SPECIFICATIONS

### ENGINE:

2012 Harley-Davidson Dyna Street Bob 96in Twin Cam, Screamin' Eagle 103in Big Bore CNC ported cylinder heads, forged Wiseco domed pistons and rings, Zipper's Performance Red Shift 757 cams, Screamin' Eagles Performance Valve Kits, ported and flowed heads, custom chassis mounted oil cooler, Zipper's Performance Racing ignition system, Screamin' Eagle inlet manifold, Roland Sands Design performance airfilter, Screamin' Eagle Performance Clutch kit, wrinkle-finish engine cases, Spiro Pro race leads, two-into-one Roland Sands Design headers and carbon-fibre tipped muffler

### CHASSIS:

Modified 2012 Harley-Davidson Dyna Street Bob frame, Vida Loca XR1000 swingarm, Ohlins USD 58mm forks, Ohlins TTX30 dual rear shocks, Ohlins steering damper, dual Beringer solid front rotors, Beringer four-piston calipers, single rear solid Beringer brake rotor, Beringer four-piston caliper, Beringer master-cylinders, Vida Loca reservoirs, braided brake and clutch lines, Borani aluminium 20-spoke tubeless wheels

### BODYWORK:

Stock Dyna Street Bob tank, Wunderkind Custom billet instrument cluster, Joker Machine single front headlight, Vida Loca headlight panel, Beringer adjustable levers, Joker Machine foot controls, paint by MS Artrix of Aosta, Italy.

**1.** A Vida Loca XR1000 swingarm, with belt final drive. **2.** Roland Sands Design exhaust system. **3.** Dual Ohlins TTX30 rear shocks take care of springing duties. **4.** Wunderkind Custom billet instrument cluster in tank. **5.** Beringer four-piston calipers front and rear. **6.** Custom oil cooler with scoop.





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# PROGRESS!

WORDS & IMAGES: KRIS HODGSON

It's all happening at once with the Daytona 675R.

**I** finally set aside some time to actually work on my Daytona, which has been a bit neglected lately, not even getting an occasional wash – just being ridden regularly! What was great however was having a whole list of things to fit to the bike, starting with a Powerbronze screen and carbon-look rear hugger.

The Powerbronze screen is a nifty double-bubble item with Daytona across the front, offering freeway wind protection and looking great. The install was easy, although removing the mirrors for a bit more flexibility helped a lot, with the stock fixings all reused for a perfect fit. The rear hugger is a larger item than the stock carbon-fibre piece, but offers much better protection from water picked up by the rear tyre, especially for the shock. With mesh panels and a carbon-look finish it also looks great, with the install being easy and just requiring the spacers under the guard to be aligned correctly. The only slightly hard part is the mounting point on the inside of the swingarm that also holds the brake line, ABS cable and now the guard in place.

Next on the list was the Taylor Made Racing exhaust, from Vee Two, the Australian importer, with a Woodcraft Servo Buddy to help eliminate CEL codes from removing the EXUP valve.

The Taylor Made Racing exhaust is a great piece of kit, which slips straight on, and has two carbon-fibre lower fairing pieces that join the standard fairings flawlessly for a real sleek look. Installation was

relatively easy, with only the final alignment taking a bit of work to get the exhaust tip in the right position so it wasn't making contact with carbon-fibre, which will cause it to discolour and wear.

With the exhaust fitted and the EXUP valve removed it's noticeably louder and a little less crisp down low, below 4000rpm, something the Rapid Bike EVO module we'll be fitting next should address.

The final addition was a Cameleon Chain Oiler (\$198.00 RRP) provided by Australian Motorcycle Headlight Protectors (amhp.com.au), which provides on-going chain lubrication automatically and which can be set according to your riding habits. The Cameleon unit is attached to your bike, normally on the subframe, with the lubricant reservoir and wiring trained up through the tail, while a semi-rigid tube is attached to the swingarm and applies lubricant to the chain. You can set the timing of the lubricant release and the unit is very easy to use, with a single button and light.

The install was a little more complicated as the Daytona's moulded subframe didn't have anywhere to mount the Cameleon unit, which meant re-attaching the EXUP motor mounting plate, and attaching it there. Wiring it into the licence plate light was easy with the included adaptors and the results are clean and working great.

The Rapid Bike EVO module arrived from Quick Lap Performance (quicklapperformance.com.au) as we went to print and we'll be installing it next issue. **RB**

## THE PLAN

- RapidBike EVO fuel module
- A tune from Dyno Dave @ Sydney Dyno
- Carbon-fibre tank protector
- More carbon-fibre
- Triumph Tally Tidy
- Triumph Adjustable rearsets

## FITTED

- Taylormade Racing exhaust
- Cameleon Chain Oiler (amhp.com.au)
- Powerbronze screen and hugger
- Taylor Made Racing exhaust
- Servobuddy
- Triumph pickup spools, engine and frame protectors, comfort seat
- HEL Performance Street Pro pads
- Tekarbon carbon-fibre undertank panels
- Rad Guard radiator guard
- R & G Racing header guard
- Ventura Euro-Touring rack system
- Metzeler Sportec M7 RR tyres
- HEL braided brake lines
- Triumph billet rear brake reservoir
- SSB Powersport Lithium Ultralite battery

## SPECIAL THANKS

- Ric Andrews Motorcycles
- GMoto Imports
- Hel Performance Australia
- Kenma Australia
- Sydney Motorcycle Wreckers
- Australian Motorcycle Headlight Protectors (amhp.com.au)
- Powerbronze Australia (powerbronze.com.au)
- Quick Lap Performance (quicklapperformance.com.au)
- Vee Two Australia (stores.ebay.com.au/Vee-Two-Ducati)
- Triumph Australia



## CAMELEON CHAIN OILER INSTALL



**1** The Cameleon comes with everything you need for a quick and easy install. You just need basic tools and knowledge of your motorcycle and to follow the instructions carefully.



**2** Find a mounting point for the Cameleon unit. Here it's behind the shock on a bracket. The semi-rigid tube (with loop) needs to be attached to the swingarm to feed oil onto the chain.



**3** I ran the semi-rigid tube along the chain guard for a clean look. Provided cable ties hold it in place. The yellow cap (pic 2) covers the connector for the lube line from the Cameleon unit.



**4** The Cameleon unit zip tied to the bracket with the oil reservoir fed up through the tail, along with the wiring. The oil line runs to the semi-rigid tube near the chain.



**5** Add the oil reservoir cap with the breather hole so gravity can do its thing. This cap needs to be the highest point, to avoid leakage. Electrical tape ensures it's secure.



**6** Connect the Cameleon to the tail light wires with the included adapters. Make sure you don't connect it to the indicators or brake light! Check a wiring diagram if necessary.



**7** Trim the semi-rigid tube so it deposits lubricant on the chain/sprocket but is 2.5cm away from both. The inner wire will require heavy pliers. An additional zip tie holds the tube in place.

### SETUP & ADJUSTMENT

Once you've got your Cameleon Chain Oiler fitted and working (turn the ignition on to ensure you've wired it in correctly before closing the tail up), it's suggested you run it with a 30s interval to get the lubricant flowing. After this you can follow the recommended intervals based on your riding habits.

I recommend finding a safe and accessible spot to connect the oiler unit first, then running/bending the semi-rigid tube into place where it isn't overly visible but can be attached securely.

Make sure the lubricant line from the oiler unit connecting to the semi-rigid tube won't be effected by swingarm travel as well.

## POWERBRONZE BLING!



**1** A Powerbronze rear hugger in carbon-fibre-look with silver mesh and Air Flow screen in light tint for wind protection on the front and more coverage of the rear wheel on the back.



**2** The rear hugger is seriously schmick looking, especially with the mesh and was an easy install. You just need to get the spacers lined up under the guard when putting in the bolts.



**3** The three stock mounting points are used (with spacers) as well as a mounting point on the inside of the swingarm that holds a brake line bracket. It can be fiddly to reach through the wheel.



**4** You can see the mounting points on the inside of the swingarm, on the 675 I could reach through the wheel with a small spanner to tighten this up.



**5** A perfect fit! Just remember to get all the bolts in loose with the correct spacers before tightening as this will make the job a lot easier and more straight forward.



**6** The screen is a great piece of kit with a really top notch finish and the Daytona is a very nice touch! It uses all the regular mounting points and spacers/captive nuts.



**7** Removing the mirrors to slide the new screen in makes the job easier as it is more rigid than the stock item. Then add the edge protector and you're done!

### FITMENT TIPS & TRICKS

Everything is straight-forward but take your time! With the rear guard as the top mounts each need a spacer it's best to get the inside of the swingarm bolt in, then from that side towards you add the spacers then the bolts, all hand tight (not too tight, as room to move the guard helps) until you've got them all in. Then align and tighten.

With the screen you'll reuse the stock rubber mounted lock nuts and want to remove the mirrors so there's more give in the nose fairing to slip the new screen in. Don't overtighten!

I added the edge protector, then tightened the top corners holding the protector in place.

## TAYLOR MADE RACING EXHAUST



**1** Remove your old exhaust by removing the EXUP valve and the exhaust mounting bolts. Keep everything handy as some are reused for installing the new exhaust.



**2** Undo the clamp and pull the old exhaust to the rear of the bike off the mid-pipe. Also unscrew the bolts holding the bracket that holds the EXUP motor behind the rear shock.



**3** Add the mounting bracket to the Taylor Made Racing pipe. They also recommend adding some high temp lubricant to help slip it onto the mid pipe but it should fit on easily.



**5** With the exhaust in place ensure its not contacting the linkage and that the mounting bracket is lined up. The exhaust may need a bit of handling to get into the right position.



**6** With the pipe fitted fit the carbon-fibre panels, ensuring the pipe isn't contacting the carbon-fibre. You may need to tweak the alignment a few times after your first rides.



**7** The quality of this kit is great as are the instructions but with the pipe I had to use a little force to bend the muffler out away from the wheel for the alignment with the carbon-fibre to be right, which is what Taylor Made Racing suggested. Apart from this the fit was quick, easy and looks great! Take care with the carbon-fibre panels as they are good quality but it is easy to scratch them as you're lining everything up, especially with the larger piece the exhaust protrudes through. You need to put the front behind the fairing while getting the pipe through, as well as lining up the mounting point on the rearset.



**4** When you remove your EXUP valve motor, plug the Servo Buddy into the connector it uses, to prevent a CEL code on the dash. Removing the EXUP valve motor was the hardest part of this install as the mounting bracket is directly behind the shock and it's very hard to get a spanner onto the bolts and they only just come out before hitting the shock.





# 1299 PANIGALE

WORDS: & IMAGES: **HEATH GRIFFIN, KEITH MUIR**

At \$27,990 RRP (+ORC) the base 1299 represents an effective cost reduction of around 35 per cent since 1994's 916 for Ducati's headline superbike offering, which is amazing considering the massive increase in features and performance...

**P**icking up my new toy from Fraser's Concord dealership was very straight forward and a genuinely pleasant experience.

I spent the next hour and a half with Andy Simpson as he took me through the procedure for adjusting the huge array of electronic options on the exquisite digital dash. I also received some instruction on the way in which these options could best be set up to suit particular riding conditions and rider styles, which is handy given the almost unlimited combinations available.

My initial ride home was a frustration of 40km/h peak hour traffic, giving way to a damp M1 freeway, with the wet road surface negating any benefit of my planned detour via, The Old Road. On the bright side I was still grinning from ear to ear, as riding the 1299 makes you smile purely from its engine note, and it's also amazingly easy to live with considering it's really just a race bike with lights and mirrors.

The initial part of the suspension travel was actually very compliant

over small road imperfections and the seat, while firm, is very well supported and didn't cause me any discomfort on my 90-minute journey. Fuelling is outstanding, and although I initially had trouble holding a steady throttle under 40km/h, as I was trying to decide between first and second gear for the right rpm range, I eventually worked out the secret is to just stick it in third and let it chug away, giving me no further issues.

I'm going to have to leave a full review on engine performance until after the run in period, as I'm currently limited to 6000rpm for the first 1000km. What I can say so far is that low to midrange is all you need for rapid road pace, and to put that in perspective the 1299 makes 600 supersport destroying levels of power and torque at under 7000rpm, and amazingly it's also lighter.

The most attention grabbing part of the Panigale riding experience for me is undoubtedly the front suspension and brake package. Outstanding power and control from the Brembo master-cylinder and M50 calipers, combined with enormous feel and feedback from the

Marzocchi forks, make for a front end that gives almost limitless confidence.

I'd go as far as to say it's the best I've ever felt on a road bike (although I have not yet tested all the latest 2015 models from the competition), and possibly even better than my Formula Oz racebike.

Cornering is pure joy mixed with frequent feelings of embarrassment, as every time I thought I was pushing on at the entry to a turn I found out by mid corner I could have been carrying a load more speed. The chassis is massively capable and, so far, beyond my ability to find its limits. Good sense should dictate this will be the status quo until I complete the run-in period and get it down to SMSF for a track test.

In coming issues I'll be doing a series of more in depth articles on my Panigale ownership experience but three weeks in and so far I couldn't be happier. The 1299 is a very very special motorcycle and I'm massively looking forward to getting to know it better over the coming months and personalising it along the way. Watch this space for more updates. **RB**



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# 20 YEARS LATER

WORDS: **JEFF WARE** PHOTOGRAPHY: **HEATHER WARE**

When I turned 40 back in April, Heather asked me if there is any bike I really wanted that I couldn't afford when I was 20-years old...

This is that bike. My new baby...

**I** test the latest and greatest bikes for a job but it is the oldies from when I was a younger man that really float my boat.

Heather wanted me to get something special for my 40th, like a new bike. It had to be special though, not just a brand new current model bike... I knew what I wanted straight away – a 1995 Tiger Fireblade.

Eventually we found this original Australian delivered Tiger on eBay and picked it up for a bargain – \$3300.00.

With only two previous owners and 60,000km on the dial the bike is a good one and I ride it almost every single day. It is comfortable, seriously grunty with a great mid-range that the modern short stroke engines lack these days, still has a good top end, wheelies better than anything I've ridden and handles like a 250 GP bike.

I've had to do some work to get the bike how I want it but really, not much at all.

First of all I stripped the fairings off, soaked the bike in CT18 and gave it a good pressure wash. I then changed the oil and filter, filling it with fresh Motul as the previous owner told me it has been on Motul since new, as she was informed by the first owner and kept the tradition up.

I then cleaned the airfilter and gave the bike a general service, plus fitted new wheel bearings and painted the wheels with rattle can sub-frame black. I also touched up any other black brackets, polished the alloy bits and lubed and adjusted the chain.

The most important fix was fitting a brand new set of the brilliant Avon 3D Ultra Sports tyres from Pro Accessories. These come in original sizes of 120/70 – 16 and 180/55 – 17 and transformed

the bike. It handles fantastically.

I needed a new screen also but wanted original, however, I could not find one so went for a Chinese eBay special that is good enough. Lastly, the upper fairing, left panel and bellypan were damaged. Rather than go for replica Chinese fairings I decided to go original. Honda Australia's Glyn Griffiths helped me source the three fairing sections from Honda Japan. They were expensive but worth it.

Last of all, I registered the bike and headed to Kenma in Sydney for a Ventura rack and bag.

I'm more than in love with this bike. In fact, it lives next to my desk in my office during the day! **RB**

## WHAT WE DID

- New Avon 3D Ultra Sports tyres
- New screen
- New OEM fairing panels
- Wheel bearings
- Motul oil change and small service
- Ventura rack and bag
- Detail

## WHAT IS NEXT?

- Service steering head bearings
- Change brake fluid and pads
- Change fork oil, service shock
- Touch up scratches
- Paint exhaust system
- Get genuine Honda blank keys cut to replace crappy keys





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|---------|-----------------------------------------|-----|------------------|
| ROUND 1 | WSBK, PHILLIP ISLAND GRAND PRIX CIRCUIT | VIC | FEBRUARY 19 - 22 |
| ROUND 2 | MORGAN PARK RACEWAY                     | QLD | APRIL 10 - 12    |
| ROUND 3 | BARBAGALLO RACEWAY                      | WA  | MAY 22 - 24      |
| ROUND 4 | SYMMONS PLAINS RACEWAY                  | TAS | SEPTEMBER 4 - 6  |
| ROUND 5 | PHILLIP ISLAND GRAND PRIX CIRCUIT       | VIC | OCTOBER 2 - 4    |

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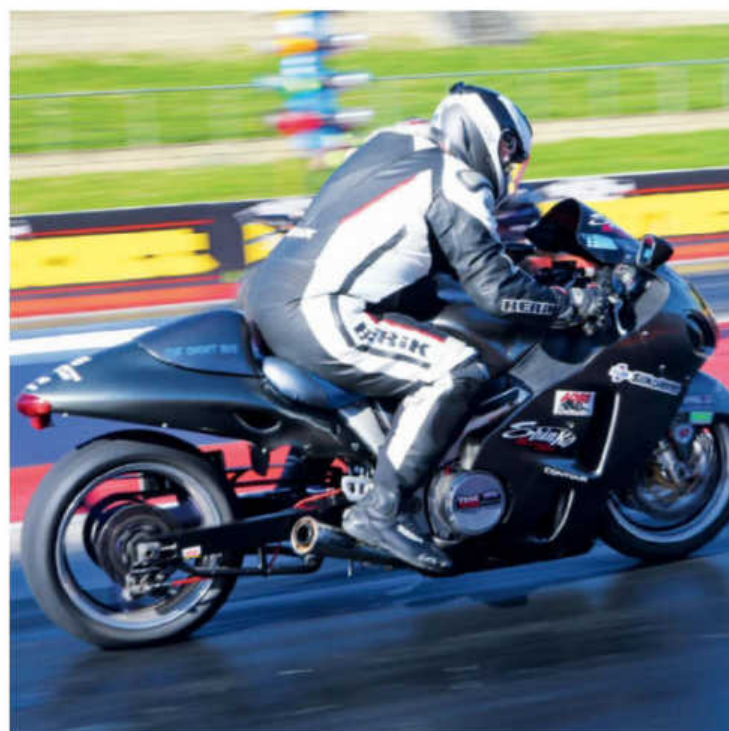


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Shinko R003 A 190/50ZR17 Hook-Up Drag, \$299.00

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Silkolene Dot 4 universal brake fluid, 500ml, \$18.50

Supplied by Warriar Enterprises, [www.silkolene.com.au](http://www.silkolene.com.au)

# THE SHORT BUS

WORDS: **MICK WITHERS** PHOTOGRAPHY: **GRANT STEPHENS**

The Short Bus has run nine-second quarters before, but that was with Leonard at the controls. Now it's Mick's turn...

**I**t took a bit more than bravery. Added wheelbase and an Ikon shock absorber also played their part. Clothed in new IM Composite Technologies tail, the back of The Short Bus looks the same, but different. Measuring 1690mm between the axles, it is 205mm longer than standard.

All the experts who've never ridden a longer bike will try to tell you how easy it is. The hardest parts are getting the clutch right, and getting your own confidence right. The clutch is just mechanical components and easy to change. Your confidence takes a bit more work.

Leonard took the first rides on the longer Short Bus and ran 9.422 at 146.75mph (236.17 kmh) on his fourth pass. There's that confidence thing I mentioned. With an extra 50kg of rider ballast, a nine was still more than possible but the best I managed was 10.287 and 140.30mph (225.79).

Looking at the info from the Roam Contour camera pointing at the tach, it was obvious that the clutch was close but still not quite right. The APE Trac King plates were pulled out and measured, which was a waste of time as they still hadn't worn. Not even a thou! Everything went back in except for three shims off the clutch springs.

The Shinko Hook-Up rear tyre was about half-worn so that was left alone apart from a pressure check. The oil level was checked and the Silkolene Pro 4 was still at the same spot at the top of the sight glass. That's the beauty of using good quality parts and products.

At the next meeting, oil-downs and cold weather stopped us after qualifying. I had a shocker and a 10.32 was my best. The June meeting was also knocked on the head due to cold weather.

Things brightened up for Sydney Dragway's Sunday Street Meeting. The weather was brilliant, unlike my riding at

the start of the day. On the first pass I hit the rev-limiter in first, second and third on my way to a 10.84! The second pass was better but I still wasn't happy with the 10.49. With my head down and focused on what I was doing, I ran a new PB 10.285 on the third pass.

With one pass left for the day, it was time to get stuck in and have a real go. Alongside good mate Ian 'Yella' Smith who'd run a 9.84 on his previous pass, I brought the revs up to 5000rpm on the two-step rev limiter and staged. Rather than just hold the throttle at that point, on this pass I wound it on as the ambers glowed on the tree and let go of the clutch at full throttle. Wow, things started happening quicker but each time the shift light glowed, I hit the shift button while watching for Ian to come steaming past.

He didn't. The run felt good. When I got back and collected my time slip, all I could see was 9.988.

My first nine on The Short Bus!



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# ROLL ON

## How to fit new wheel bearings...

**O**ften forgotten, wheel bearings are one of the hardest working parts of your bike's chassis and although they are maintenance free and built to last, they will need replacing eventually.

Every time you have your bike on stands, whether it is for washing or for chain maintenance or home servicing, you should grab your wheels and do a quick bearing check. Unless the chain is off and the front and rear calipers, spinning the wheels will not help you check the bearing.

However, if you hold the wheel firmly and push the wheel side-to-side you can feel for movement. Good bearings will give no movement when your axle is tight. Worn bearings will allow your wheel to move side-to-side. If there is any movement, replace the bearings.

The job is inexpensive to do and very easy. Allow two-hours including set-up time and clean up.

I use my trusty Fireblade for this job as the bearings were stuffed and 62,000km old. I picked the bearings up from my local shop for \$30.00 including seals for the front bearings. **RB**



**1** What you need. Metric socket set and ratchets. Copper hammer and steel hammer. Slide hammer if you have one and/or long punch with mushroomed tip. Bearing driver kit or if not available use an old socket and extension of correct size.



**2** Secure your bike on front and rear stands (I use Anderson Stands). Remove front and rear wheels. To make work easy, I use an old rear tyre to sit the wheels on when working on them. It prevents the rotors from touching the ground (see image 7).



**3** Remove all spacers. Set them aside for a good clean up. It is a good idea to give them a good clean on a wire wheel if you have one. Make a mental note of where the spacers go as mixing them up will mean the wheel will not fit correctly.



**4** Use a flat bladed screwdriver to lever the existing dust seals out. Clean and re-use if you did not purchase new seals. I recommend you replace these though as they do wear out. They should be a tight fit around the spacer.



**5** Make sure your new bearings are the correct ones before you fit them. Once bearings are fitted you cannot take them out without destroying the surface of the inner and outer races as you have to knock the inside wheel of the bearing to get them out.



**6** Use a heat gun to heat the wheel hub. The alloy will expand at a greater rate than the steel wheel bearing. As the wheel bearings are a machine fit, this aids removal and prevents surface damage to the machined bearing recesses in the wheel hub.



**7** I use a slide hammer to remove bearings if possible. Sometimes they are too tight so I use the other method of a large steel punch. Either method is effective when done correctly.



**8** To use a punch or driver, catch the tip on the lip of the inner wheel of the bottom bearing. Tap it out, alternating from one side to the other so it comes out square. Left side first. The centre spacer will fall out after the bearing.



**9** Many wheels have machined inners to aid bearing removal on one side. On my Fireblade I remove the left bearing first (above) as you can see it is a full circle seat for the bearing.





**10** In this picture you can see the bearing seat on the right-hand side. As you can see, it has three machined areas where it is possible to sit the driver flat on the bearing (from the inside) to knock the bearing out.



**11** After cleaning the seat surface and lightly lubricating it, heat it and then knock the new bearing into place. Be sure to do this evenly and only allow force on the outer edge of the outer race to avoid ball bearing and race damage.



**12** The bearing should be tapped home and sit evenly and squarely. The force to tap the bearing home should be light, around the same as is required to hammer a small nail into soft timber. Wipe clean and fit the seal using the driver.



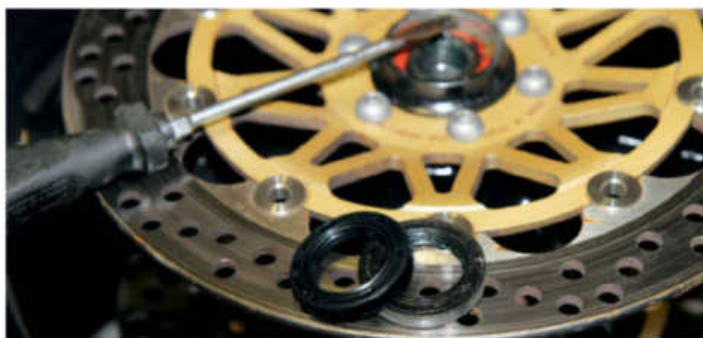
**13** Turn the wheel over and fit the center spacer. Then fit the second bearing. Just before it is tapped home, slide the axle through to center the spacer. Remove axle and do final tap home for bearing. Check free movement.



**14** A tip – fitting cush drive rubbers and the sprocket carrier can be a pain. Spraying the cush drive rubbers with multi-purpose lubricant will help make the job very easy.



**15** Replace the sprocket carrier bearing if required. If not, service it by picking the seal off the bearing, re-packing with grease and fitting the seal back in. This is a quick easy job that will add life to the bearing.



**16** I recommend replacing the seals on the front wheel as well as the bearings. The front wheel is prone to road dust, like the back, however doesn't benefit from excess chain lube catching dust. The front bearings also cop more water in bad weather.

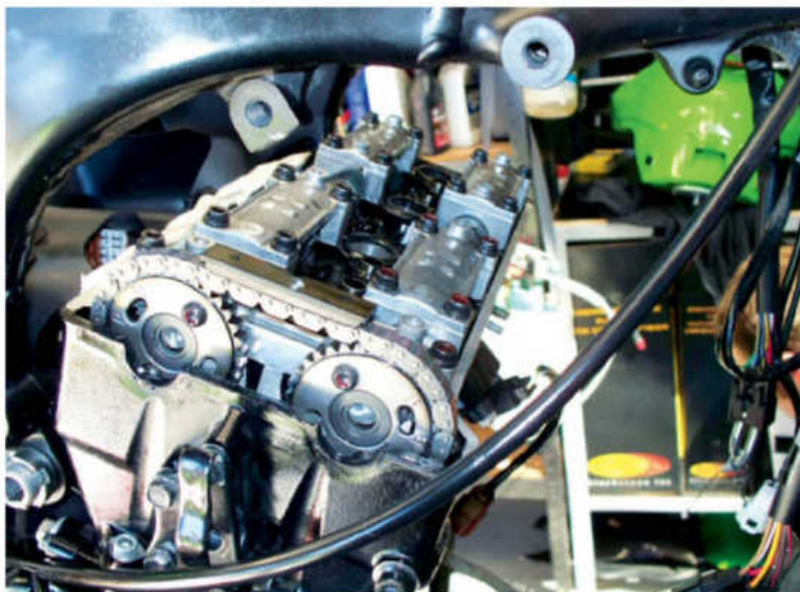


**17** There is generally less room to angle the driver to get on that inner edge of the bearing in the front wheel.



**18** It is critical that the spacer in the front wheel is centered and not binding once the bearings are driven home. The spacer prevents bearing damage if the axle is ever overtightened.





## ENGINE OIL FLUSH KITS

What are your thoughts on engine flush kits? I am considering putting a flush kit and friction modifier through my current CBR.

**Brad, Email**

**Hi Brad,**

*Oils, filters and metal fabrication technology have reached a point where friction modifiers are over-kill.*

*Of course, this statement is based on the fact that the maintenance schedule is given strict attention, especially on current models. Is it just for peace of mind that you are doing absolutely everything to keep the machine tip top? Because a friction modifier might be over the top for your bike. If you were racing more and servicing less, I'd say go for it. But for a road bike, current oils are fantastic (some already have friction modifiers), oil filters do their job and engines are very well built.*

*I would like to say that, of course, although superfluous, it wouldn't hurt to use a flush kit but you must be absolutely sure that it is for motorcycles with wet clutches. It would be a shame to spend your \$30 on a small bottle of lube, only then to have to spend another \$500 for a new clutch because the friction modifier helped the clutch to slip*

## HIGH SPEED STABILITY

I ride a Gixer 1000 and love the handling. I run Dunlops and have the settings stock but with two more threads of lines of rear spring.

At high speeds the bike gets an unstable feeling and wallows. Which direction do I go?

**John, Email**

**G'day John,**

*First things first is to check that your fork and shock preload and sag relationships are all within tolerance. You should find that the bike sits fairly reasonably with approximately 33-38mm in the fork as sag and*

*27-32mm at the shock.*

*In the meanwhile you might look at whether this wallow you are experiencing is happening on a neutral of no throttle, or when accelerating. Altering shock rebound damping for one and shock compression for the other. If this provides no solution then please seek some professional help.*

## HORSEPOWER HEAVEN

If I install a set of cams to my ZX-10R do I have to put new springs, valves, retainers and guides in, to match the new cam lift and duration? While the engine is apart, is it worth getting the head ported and polished? So far the rest of the bike has turned out to be quite a weapon I'm just looking for that little bit of naturally aspirated horsepower, so any info would be much appreciated.

**Steve, Email.**

**Hi Steve,**

*Unfortunately there isn't a yes or no answer to your question. It really depends on what kind of cams you use. Stage one, two or three, etc – it depends on which specs the manufacturer of these cams use, whether they are for street, race or drag use. If you were putting the fattest cams with the highest lift and the highest duration I would say, yes – heavier springs would avoid valve bounce and heavy-duty titanium valves would avoid valve flap.*

*Generally the higher the lift the heavier the springs need to be. If you're just going with stage one or two cams with race spec lift and duration, yours being a road bike, in the past standard springs and valves have been tried and tested to be fine. If you drag race your bike or sit on the rev-limiter on the way to work, I would recommend springs.*

*With regards to a port and polish, if something goes wrong it's harder to fix – If you know a good flow-guy there is horsepower to be had by giving the ports a clean up.*





## WINNER

### FUEL INFO

Is it OK to run standard unleaded in my R1 when commuting? Petrol prices are killing me! On weekend rides I use Shell V-Power.

Greg, Email

Hi Greg,  
The minimum octane requirement for your bike is 95RON. You do not get 95RON mixing 93RON with 98RON. With a high compression, high-revving motorcycle engine you cannot cut corners like that. That's like putting a good apple in a box of rotting apples and thinking that the whole box will be edible tomorrow.



### CAM TIMING

I'm about to fit a set of Yoshimura camshafts that have adjustable sprockets to my GSX-R600, which I bought from eBay. I have re-built engines before as I'm a car mechanic but I have never dialled in cams. Any tips?

Chris, Email

G'day Chris,  
I wish I had enough space to walk you through it step by step but it's a fairly involved process. Piston stop, degree wheel, dial gauge, calculator, checking, re-checking and patience, then dyno testing and adjusting again. All I can say is the cam timing process is the same for cars and bikes but manufacturers have different cam timing specs – you'll need to see what you have standard. It's the same as a car – just line up the timing marks and measure the valve timing (in degrees) one millimeter from closing and the same for opening. Subtract the little number from the big number, add 180 and then divide by two to get your number. Do this for both inlet and exhaust. Then you'll need to know the 'stage' of the cams you're installing.

If they are full drag or race cams, you have to be careful. With stage one cams, you can afford to go around four degrees advanced on the inlet and four degrees retarded on the exhaust. It depends on what you are willing to sacrifice. Where you gain in one area of the rev range, you may lose in another. Just take your time, make slight adjustments and check your work.

### FIRM RIDE

I purchased a 2014 Honda CBR1000RR Fireblade a couple of months ago and after the first decent ride, I noticed the suspension was extremely hard and unforgiving.

After referring to the owner's manual, I found everything was adjusted on the hard side of the standard settings (quite hard). I have now adjusted everything back to standard and have found a good improvement so far but my question is, what weight of rider is the 'standard' setting aimed at?

My weight is 68-70kg and my riding consists of commuting to work and weekend rides.

I'm not a super fast rider but I want to set up the standard kit as best as I can for me.

Dave, Email

Hi Dave,  
In reality, the shock spring is probably a little hard, (suited for pillions and shopping) for your weight. If you are planning on doing most of your time solo and throwing in a few ride-days every year, then perhaps consider changing it to suit your needs...

With your weight, you might be better off doing something about getting a shock with a slightly lighter main spring and a more suited damping balance. The forks on the other hand should adjust up reasonably well for you if maintained and serviced regularly.



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# NORTHSIDE MOTORCYCLES

The North Shores one-stop motorcycle shop for everything Triumph, Aprilia, Moto Guzzi, Husqvarna and more...

There's something sacred about getting your first bike and I remember visiting Northside Motorcycles many a time to check out the bikes on display before convincing Dad that I needed two-wheels. That turned out to be a Yamaha FZX250 'Zeal' purchased at Northside Motorcycles. It'd just been traded in and the guys at Northside did a great deal for us, with a new set of tyres and some mechanical work having the bike ready for anything I could throw at it.

A couple of years later my wife bought

her Aprilia Sportcity 250ie for her LAMS from Northside as well – a scooter she's still using today, years later – I can't get her to upgrade!

In the 10 years since Northside Motorcycles has been a regular port of call when I needed oil, parts, gear or advice and the team at Northside are always there providing great service, whether you're ordering in a new ignition, having your bike (or scooter) serviced, or dropping in for some gear.

The brands they carry have changed since then, but they now sell Moto Guzzi, Aprilia,

Husqvarna and Triumph, as well as providing everything from basic to major servicing, smash repairs, race set-ups and a huge variety of tyres, so they can get you back on the road as soon as possible.

You wouldn't know it looking at the store front, but they've got plenty of workshop space and it's worth booking in advance for anything major, as there can be a wait, which is a real testament to the quality of their work and the demand for somewhere with great service and quality workmanship. **RB**





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#### WHAT IS UNIQUE ABOUT YOUR BUSINESS?

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Recently we did a restoration on an 1981 Ducati.

#### WHAT DO YOU LOVE MOST ABOUT YOUR JOB?

The fact we are dealing with enthusiasts.

#### WHAT'S THE BEST BUSINESS DECISION YOU'VE EVER MADE?

To start the business.

#### ANY REGRETS?

Only that I should have been a CEO on \$14,000,000 a year!

#### WHAT ARE YOUR PLANS FOR THE FUTURE?

Keep trying to provide a personal service to people riding motorcycles.

#### STAFF:

Nine all up. Carl, Andy, Robbie, Ben, Chris, Andrew, Mitch, Jenny, Toll.

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Painting is all about preparation, everything needs to be perfect before the paint goes on or you won't be happy with the end result. Taking your time between steps to ensure everything dries is also essential.

You can also have the tank blown out with compressed air, but older bikes use a thick metal so this is not a viable option, besides, this method will only work on certain dents and not the smaller sharper ones. So, it'll more than likely come down to filling the dent with quality car body filler.

Even though the surface is bare metal, in order to fill the dents you will need to key the surface, for this I would use a 40-grit sand paper. Mix the filler to the correct proportion to the hardener and apply it to the dent with a flat plastic applicator, try to get it on as smooth as possible and make sure you put it over



## RESTORING YOUR BODYWORK PT 2

Last issue we looked at assessing your bodywork, this issue it's all about filling and paint!

### PAINTING PREP

Assuming you have your panels stripped to bare metal, you will want to get some primer sprayed on as soon as possible to stop the panels from rusting. Before you do this you will be wise to use some rust preventer on the pitted surface to stop the rust coming back. Once you have done this you can then give the whole panel a light coat of primer. The primer I would recommend for this is a

universal etch primer, although if you intend getting started working on the panels straight away, the priming is not necessary at this point.

The best way to fix a dent is to remove it by beating the panel back into shape, this is traditionally done by a hammer and dollies, which are various shaped metal blocks. However, the majority of the dents will be in the tank and access through the filler cap is not really an option.



The final result, in this case fully restored and painted GSX-R fairings.





**Spot prime any areas that needed any imperfections filled.**



**Strip or sand back the panels to bare metal.**



**Somewhere safe to paint that will contain overspray is important.**

the dent, extending onto the smooth part of the panel. When the filler is dry, sand it with 40 grit paper, using a flat rubber sanding block to sand the filler back. Use a motion with the block that follows the contour of the panel surface, this will ensure that the dent is repaired properly but you will need to continually check the dent by running your hand over the filler.

You will more than likely need to add more filler and repeat this process a few times but before you put the second application of filler you will need to blow the job with compressed air to remove the dust and any pin holes in the filler.

Keep rubbing your hand over the job to tell when the dent is repaired, this will only come with experience, if it feels right but still has small indentations you can then use a smooth filler or stopper which rubs down easy. Once the repair is done you will then need to remove the scratches with a smoother paper, go down the grades by using a 120 grit, then finish with a 240 grit.

If you have done this process correctly then your job will be ready to prime. Depending on how good you are with your sanding, you may need a high build primer, I would recommend using a two-pack if you are going to put it on heavy, because it has hardener in it and will dry hard – using an acrylic primer will result in it sinking back.

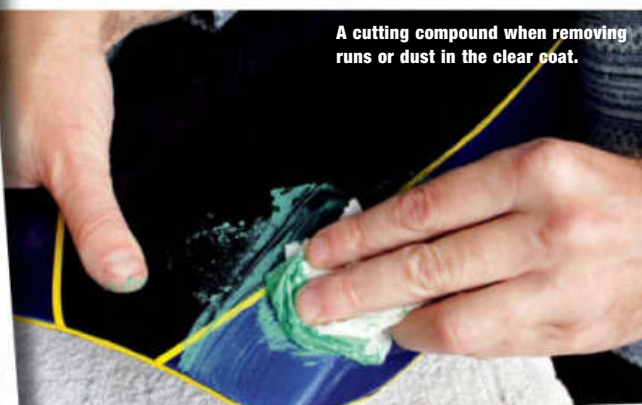
This means that once you have put your final top coat on, over time the paint will sink and you will be able to see the sanding marks and imperfections. Whichever way you go, you will need to apply at least three even coats, probably more if you are using acrylic – leave each coat 30 minutes to dry before spraying the next.

I would then recommend leaving the primer to dry for a couple of days before you sand it, again, longer if acrylic is being used. After you have applied the last coat of primer then dust a light coat of matt black over the top, this will help when sanding.

When the primer has dried it will need sanding, at this stage I always use a smoother 800-grit wet and dry paper using water and use either my hand or a soft flexible sanding block. As you rub the panel you can see how far you have rubbed by the amount of the black paint that has been removed, you can also see if there are any imperfections or pin holes as the black will stay in them while the rest of the panel will be light grey.

If you do have any imperfections, a smooth stopper can be used to fill them. If you do use a stopper you will need to spot prime that area and re-sand it.

With all the preparation work done on the panels you are almost ready to paint, the most important step next is to get the panels clean and wax free.



**A cutting compound when removing runs or dust in the clear coat.**

**Using a light coat or dusting of matt black paint over your primer helps to reveal imperfections which won't sand out and can be filled and reprimed.**



**Fill the damaged area with filler and ensure you extend it onto the smooth part of the panel.**



A sanding block can help ensure you're only sanding the raised run or paint.

Wash the panel with water to remove any sludge left from the sanding, then dry it completely, then use silicone free cloths or paper towels with wax and grease remover to clean the panels.

Spraying the panels is the easy part, because even the best spray job in the world will look like crap if the surface preparation is poor.

For the paint I would use a good quality basecoat, this dries matt and doesn't require a hardener – this method is the best way to go if you are planning on applying decals to the panels, which is normally the case.

Mix up the paint as per the spec sheet in a separate container, then pour in to the guns pot through a filter to remove any lumps or dust, then use a tack cloth to wipe over the panels to remove and dust, repeat this process up to the point of spraying.

Depending on the type of paint and the colour you will need to spray on three to five coats leaving around 20 minutes between each. Depending on your spray gun and nozzle type, you should hold the gun around 300mm from the panel and spray even coats – follow the contour of the panel working from the top down, whatever you do don't stop in the middle, continue spraying for at least 100mm or so, even after you have reached the edge.

This process is the same for every type of paint, including top coat clear lacquer and is the best way to ensure that the coats are even and you don't get a build up of paint in one section, which will result in runs.

A run or repair requires sanding down without damaging the surrounding paint.



If you are applying decals then it would be best to leave the job to dry for a couple of days and apply them under the clear coat, if not then you can apply three coats of clear lacquer after an hour or so, using the same technique as the basecoat. If you get any dust particles in the clear coat or runs, these can be removed once the clear is dry, this will take a couple of days depending on temperature.

To remove the dust or runs you will need a small rubber block and some 1200 grit paper. The dust is easy to remove but runs are fraught with the danger of rubbing through the paint, if you do get some runs, take your time and try to keep your block flat to the



A coat of matt black over your primer allows you to see exactly how your sanding is progressing. Once this is done ensure you thoroughly wash the panel or area with water to remove any sludge from the sanding process.

panel and away from the edges.

Once you have sanded out your runs or dust then you can polish the surface back to a mirror finish with some cutting compound followed by a smoother finishing polish – good luck. **FIN**



Dollies are used to beat a panel back into shape were it is accessible to do so.



A final polish with finishing polish after a cutting compound will finish off the process of removing dust or runs.





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# ON TRUTH...

**I** was out carving up the open road, looking out for cops and nursing a hangover, reflecting on the evening before. There had been much wild talk. 'In vino veritas,' I thought to myself, reflecting on the conversation, and in much wine it could reasonably be assumed there is much truth.

Well, that certainly wasn't true. There had certainly been much wine but it had resulted in mostly just nonsense and what I took to be many lies. So unfamiliar are they with the concept, I doubt any of my friends would know truth if it ran them over.

The Big Fella was blathering, despite just having purchased another motorcycle, about how he really was down-sizing his collection. I called him on it, to which he haughtily responded, "Liar!"

By this term I took that he meant anyone who tells an awkward truth.



If one tells the truth,  
I reasoned, sooner or  
later one is sure to be  
found out...

In my experience, I have found that to announce truths, or indeed to propose something useful to mankind, is an infallible receipt for being persecuted. If you read history and look at ostracism, persecution, martyrdom and that kind of thing, it always happens to the best men, you know. I stand as a living example of this truism.

"Any fool can tell the truth," Dingo Dave chimed in, "But it requires a man of some sense to know how to lie well. I, for instance, never know how much of what I say is true."

"In fact, I lie to myself all the time," Dingo continued. "But," he added, as a qualification, "I never believe me." No one else believed him either, so at least we all had this in common.

In the Big Fella's case, he appeared to be nervous around the idea of honesty, which perhaps stemmed from his constant lying to his wife. "I'm just minding it for a friend," has become overly used as a means of explaining away the accumulation of yet another motorcycle.

Yet the declining bank account and the permanence of the addition of another

bike to the shed did add a certain logic to Ms M's suspicions. Some men such as the Big Fella, it seems, love truth so much they seem to be in continual fear lest it should catch cold from overexposure.

My own view is that it is always the best policy to tell the truth, unless one is an exceptionally good liar. 'The truth is rarely pure and never simple,' I noted. 'Life would be tedious if it were either.'

The Big Fella was getting defensive, sensing he had been caught like a rat in a trap, "But... I, ...I respect the truth!" he stammered. 'Hmph! Familiarity breeds contempt,' I replied. 'The reason you hold truth in such respect is because you have so little opportunity to become familiar with it.'

"To hell with the truth!" Magellan threw in, having yet again said he knows the quick way there. "As the history of the world proves, the truth has no bearing on anything. It is irrelevant and immaterial, as the lawyers say. The lie of a pipe-dream or an aspiration of reaching one's destination is what gives life to the whole misbegotten lot of us, drunk or sober." In his case, of course, it was invariably drunk.

Blackie warned me off, "If you are going to tell people the truth, be funny or they will kill you." I supposed that was true, given that truth is usually something that is somehow discreditable to someone else. How awful it is, I reflected, to know that what other people say about us is true.

These guys do occasionally stumble

over the truth, but most of the time they manage to pick themselves up and hurry off as though nothing had happened.

Snag had been watching from the sidelines: "My Norton is reliable and cheap to run," he said, bringing about an ingenious compound of desirability and appearance. 'The truth will set you free,' I replied, 'but first it will piss you off.' Just like your Norton, I was thinking.

Perhaps 'in moto veritas' – in motorbikes there is truth. There's no bullshit with motorbikes, no matter what size, style or manner of riding. You make a mistake or your attention wanders and you quickly pay for it.

Yet I always find myself ending at the same point – disillusionment and cynicism. But the road was long and the shot of oxygen up the nostrils at 160km/h was starting to clear the hangover. If one tells the truth, I reasoned, sooner or later one is sure to be found out.

And I will tell you the truth of this story as soon as I figure it out.







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## FEAR FACTOR

**F**ear is a funny thing, and speed seems to have an awful lot to do with fear. I was reminded of this breathtaking realisation while circulating the cornering nirvana that is Phillip Island a few years ago and despite the fact that we could probably all agree that there is a relationship between speed and fear, I seemed to rediscover it all over again.

Why? Well, I found that there is another factor that influences and even multiplies fear. That factor? Age. Want to increase your fear? Just add years! I'm not exactly sure what the multiplying factor is, and its relationship with years vs km/h, but with some research I'm sure I can come up with a suitable equation. It would however look something like this...

Speed multiplied by age equals increased fear (numbers to be added...).

Now, when I say fear, I don't mean that I'm a whimpering mess incapable of getting on the motorcycle again. What I mean is, I'm afraid to go as fast as I used to. Or want to. Of course I don't normally think about it in those terms. Nor do I communicate it in those terms.

Instead I tend to justify it to myself (and all that will listen) with statements like, 'I've got nothing to prove to anyone, I just like riding for myself'. Another of my favourites is, 'I just don't get to ride enough anymore, otherwise I'd be riding better (meaning faster),' or, 'I've got too little to gain and too much to lose to try riding any faster'.

There are plenty more where these came from but I think you get the picture. Any of these sound familiar to you oldsters reading this? The reality is that all these statements (both made and implied) have some basis in truth. Agree?

Of course you do. So why then do I secretly wish I could ride faster? And, what is stopping me? This is where the fear comes in. Yes, I know you could, and probably do, call it something else, but it is fear. Plain and simple. Don't agree? Too bad. You go get yourself a column in this fine publication and write what you think. But as this is my little soapbox, I'm gonna stand on it and say what I think. It's fear. Fear. Fear. Fear.

So where do we tend to slow down? In the fast corners. Only natural right? Of course. The higher the speed, the higher the fear (remember the equation?). This is where my life gets a little interesting. You see, I've spent the last three decades riding racetracks and working on understanding how to ride better (meaning faster) and I know that slowing down in the fast corners is not necessarily the best solution.

In terms of cornering and keeping the bike upright, speed can be your friend. Wait. That sounds more than a little controversial and perhaps more than a little scary... or even insane. To help me clarify exactly what I mean by this, let me repeat a little nugget of information I found tucked away in my writing archives recently...

The fact is that the faster you go, the less likely you are to be aggressive with the controls, yet interestingly, the more aggressive you can be with the controls.

Although you will see highsides or near highsides on the faster corners while watching professional racers, you very rarely see them by the riding masses at a Phillip Island Ride Day. What you do see however is a lot of near misses at the two slowest corners on the track, Turns Four and 10. This indicates that most riders are prepared to 'gas it up' out of the slower corners, where ironically, the bike has two things working against it in terms of traction – less momentum (speed) keeping the bike heading in the direction you originally intended, and you can accelerate harder from a slower speed, challenging traction all the more... meaning, generally speaking it will slide easier (and more suddenly) out of slower corners than it will out of faster ones.

For the physicists out there reading this, there are two assumptions I am making... firstly that you are riding at an equivalent percentage of possible speed through both types of corners (fast and slow), and secondly that this percentage of possible speed is not high enough for the bike to start to break traction purely by the momentum you are carrying.

The reality is that as you start going faster it will break traction at roughly the same rate on both high and low speed turns, but as you are carrying more momentum in the higher speed corners and you have less available acceleration, it will slide more gently giving you more opportunity to 'catch' it before being pitched unceremoniously down the asphalt.

Now, I'm not suggesting that you should push to the limit in fast corners. Not at all. I'm also

not suggesting that you will not slow down at least to some degree for the slower corners as well as you ripen with the years. What I am suggesting is that you will probably tend to slow down more in the fast turns, which ironically is where you can more safely carry speed.

Understanding this will help you best utilise the laws of physics, assist you in keeping the bike stuck to planet earth and, very importantly, your chalky bones inside your body rather than leaving interesting patterns on the tarmac.

The fast guys all know that lap times are found by being fast in the fast corners, but most of you probably didn't realise that they may just be safer as well. At least from a traction perspective.

One parting word of warning, if you are going to go fast in the fast corners, you had better know exactly what line you want to be on and be extremely accurate with getting onto that line. Otherwise you might find all of the above completely irrelevant...

Good luck with your riding! 

The faster you go, the less likely you are to be aggressive with the controls, yet interestingly, the more aggressive you can be with them...





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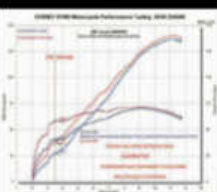
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# ISLE OF DREAMS

**L**ast time, I mentioned the increasing popularity of the two streetfighter sub-genres – cafe racers and bobsbers and, I'm going to continue in the same vein having just returned from a week at the Isle of Man TT.

Yep, lucky me. And yes, it was just as awesome. With the current level of media coverage of the TT – not just on television but also on social media, news and internet radio – there's a subsequent increase in people attending. Not just local visitors from mainland Britain, or even from within Europe, but globally.

I met more people from Australia (including Si Naish, boss of Aussie Streetfighters – [streetfighters.com.au](http://streetfighters.com.au)) then I have in any of the previous years I've been to the Island, bar one. And I've been every year for over twenty years, and the only year that I've seen more Antipodeans on Mona's Isle was 2007, the year of the TT's Centenary, when I met of bunch of classic bike freaks from Victoria who'd loaded up a container with bikes to make the pilgrimage.

But I digress. The recent increase in visitors has, quite naturally, brought about an increase in the number of bikes. But this isn't just an increase in the sort of machinery that is naturally attracted to an event such as this, but of all forms, sizes, shapes and models. Mix this with the more diverse and eclectic European tastes, plus the change in direction taking place in the British bike culture, which is historically focussed on sportsbikes and sportsbikes only and you get an astounding variety of bikes at the TT.

While by far the greater majority of visitors are on new, or relatively new, bikes, it's unfair to pigeon hole all visitors with riding modern machinery. It's understandable, given that many travel long distances (even by Australian standards) to attend, that they'll want to be on a bike that is comfortable, efficient and reliable. And it's equally clear to see that a lot of people would chose the touring motorcycle of choice of the early '21st-century – the 'adventure' bike.

While a trip to the Isle of Man is certainly exciting enough to be on any motorcyclist's bucket list, it's not really an 'adventure' that needs knobbly tyres and yards of suspension travel. But a big trail-style bike has got to have a sh\*t-load more street cred than a Goldwing I s'pose...

However, people would be pleasantly surprised by the amount of older machinery being ridden to, and at, the TT.

Thanks to the race-focus of the event, there has always been an element of race-derived classic bikes, not just in the race paddock or at the pre-TT Classic race meeting in the south of the Island either, as there's a surprisingly large number of classic, and even veteran, bikes being ridden around. There's not many places where you'll see a sidevalve, flat-tanker Levis being ridden beside a brand new Ducati Superleggera.

Naturally, the variety wasn't limited to factory-standard machinery, no matter the age. I'm pleased to report that there were probably more modified bikes than I'd seen for years – probably more than I've seen on the Island at any point this century. Okay, so it wasn't close to the heady days of the early '90s, when it seemed that around every corner there was a Harris-framed GSX, Rickman Kawasaki or Spondon GPz.

Let alone the myriad of hotted-up Jap fours, big bore Brit twins, fire-breathing Laverda triples, MHR-rep Ducatis, ear-splitting two-stroke twins and triples and, every year, a pack of Honda CBX Sixes providing aural ecstasy to the whole Island.

Putting my rose-tinted Oakleys to one side, there was a greater variety of custom bikes at this year's event than of late, partly thanks to the 'Hipster Effect' that I mentioned last issue. But it was the performance-orientated specials that caught my eye and, indeed, the eyes of so many others. For it was those bikes that had been modified with improved handling and increased power that were the ones that were gathering crowds whenever they were parked.

While I only got a chance to point my Canon at a handful of trick bikes, I spotted dozens around the Island. It's one of the very few downfalls of the TT – that while you may spot a neat bike, the chances you'll see it parked up, or with its owner are rare, so the chance of full details and being able to photograph it are low compared to a normal show. So I missed out on the three utterly gorgeous four-cylinder two-stroke GP replicas – the German Rau-framed GSX-R and fat-tyred Zed, the Suzuki GT750-engined TDM (yes, really), the tubular alloy Martek Gixer and lots more besides.

And, pertinently, I missed out on those particularly special cafe racers and bobber bikes that are perhaps the 'normal' motorcyclist's way into custom bikes nowadays. And, by the very fact that more people are taking them to events like the TT means that people who never go to specialists shows or rallies get to see these 'new' modified bikes.

Then they decide they want one. So they build one and take it to next year's TT so that they can show off and get a big crowd too.

Build a cool bike, take it to an awesome bike event, influence other people, and end up with lots of friends with lots of cool, and different bikes. And the world becomes a happy place. Especially at the TT. **RB**

The only year that I've seen more Antipodeans was 2007, the year of the TT's Centenary...







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# CONSEQUENCES!

BY-THE-WAY OF LEGAL INTEREST

## FIGHTING THE GOOD FIGHT

Brooke was riding her Kawasaki Z1000 on a social ride with five other riders (including two pillions) in Sackville, NSW, travelling south approaching the ferry crossing, near the blind corner with driveways to rural properties on the left. One bike had gone through, she was the third and when she came around the bend already slowing down for the ferry queue, she was suddenly confronted with a 5.5m long Amarok ute occupying the entire two lane Sackville Ferry Road – coming out of a left driveway turning right to travel in a northerly direction.

It was travelling slowly and to make matters worse, slowed even more when Brooke appeared before accelerating to clear the roadway. Her friend in front was riding a nimble motard and with some skill was able to emergency brake and dodge left to pass behind the ute though that meant riding on the dirt shoulder.

Brooke riding a heavier road bike and travelling in the right wheel track did not have that choice and had nowhere to go so she carried out an emergency brake procedure missing the ute but losing traction and crashing on the bitumen suffering injuries including fractures.

The NSW Road Rules say that a vehicle entering a road from a driveway has to give way to all traffic on that road so clearly the ute driver should have been charged but instead to add insult to injury Brooke was the only one charged being "Drive (ride) without proper control of vehicle".

She was not happy about that and instructed me to defend the charge. At the Hearing the Police Prosecutor having read the Police Brief agreed to withdraw the matter.

As Brooke was out of pocket I made an application for costs which was successful and Brooke was ordered to be paid by the Police the full amount of her legal fees.

Still it was a lot of inconvenience and anxiety but she was gutsy enough to take on the system and win!



## IS AN EXCUSE ENOUGH?

Peter had lost his licence for several years and as a result was passenger in all family trips with his partner driving.

On one occasion one of the children got sick and while his partner attended to the child he hopped into the driver's seat to move the car to a safer part of the shoulder.

You guessed it, a Highway Patrol Officer saw all this and pulled in behind him to ask for his licence. He wouldn't buy the story nor would the Magistrate so he received two additional mandatory years off the road!

Sometimes the system just does not work... if it was true...

## NAGGING!

Oscar was a handy bloke who could work in a motorcycle workshop, sidekick to a plumber, as security guard or forklift driver.

His problem was that he was convicted of Drive Low Range Drink Drive in 2009 and High Range in 2012 and was disqualified for three years until April 2015.

Six weeks before getting his licence back he was running late for work so borrowed a

mates motorcycle to get there quicker.

He was approaching a T intersection in the clear left lane and wanted to turn right so he changed lanes just before the T and was pulled over by HWP who considered the move suspicious.

Like Peter in the first story above he was facing two additional mandatory years off the road!

I argued it was a one off and a good Samaritan act, asking for a non-conviction but His Honour said with Oscar's record it was not possible to do that.

I felt frustrated for this nice young bloke but if you could change time, wouldn't you just not take the chance...

Consequences... I'm afraid I am nagging again!



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Now how about a trial on selected footpath parking in

Sydney and scrapping of the E-tag charges for bikes?

*Let's live the dream and meet on the winding road or single track... and you can always contact me on mark@lawstop.com.au*

## DISCLAIMER

"Sue me????... Don't be a Wanker... OR IN OTHER WORDS... The above article is topical entertainment rather than legal advice as your circumstances and rules that apply to you are likely to be different. For abundant caution seek individual legal advice for your actual situation."





# THE FUTURE IS NOW

A visit in the Italian workshop where the unique and innovative motorcycles are designed and built under the name of Vyrus...

WORDS & PHOTOGRAPHY: **JEFFREY ZANI**

**A**scanio Rodorigo has the eyeglasses of a composer, the hairstyle of a conductor and the hands of a virtuoso. But his favorite sound is not suitable for concert theaters, amphitheatres or gramophones. It is made instead for the track, and emanates loudly from the exhausts of a Ducati V-twin, "It's the best engine ever, very compact and fast", he says. That's why he decided to create a futuristic and ambitious motorcycle around it, calling it after something that makes you sick, but in this case a reverse and positive way. The Vyrus.

"My goal is to project and build bikes that are capable of the fastest cornering speeds in the world," the 51 year-old Italian explains while he takes an apple and walnut morning break to chat with me in his workshop in Coriano, at the edge of the city of Rimini, Italy.

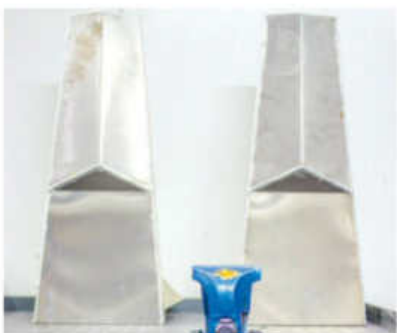
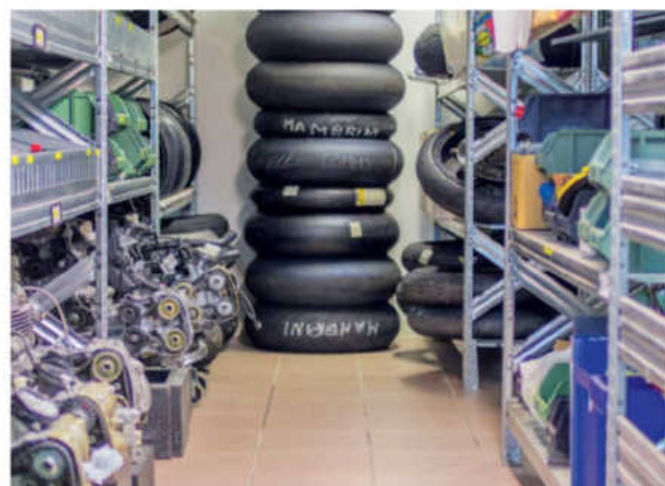
To realise this goal, he developed the hub-center-steering system initially adopted on a model called the Tesi 2D by Bimota, the company based a few kilometers from the Vyrus headquarters. "It was a great intuition but didn't work well," Ascanio explained, "So I started to focus on the

**Vyrus is a small Italian motorcycle manufacturer based in Coriano, Italy, who worked with Bimota to develop the Tesi, with the iconic hub-centre steering front suspension.**

concept and discovered what had to be modified". Ascanio claims that after his improvements the hub-center-steering never gave problems, not even when he sent his testers on the Italian highway for 450-kilometre runs. "It is not correct to say that we test things, we rather make analysis. We collect data, compare, and find out what needs to be done," he adds.

What looks like a swingarm adapted to work on the front excludes the lowering effect of the traditional fork during braking and allows more speed in the corner. The feeling of the rider, of course, is different from the one given by a normal motorcycle: "At the





**Vyrus currently produce the 986 M2 which uses a Honda 599cc four-cylinder engine and which is competing in the European Moto2 category with rider Bradley Ray.**

beginning it can be weird," Ascanio explains, "But you can quickly build confidence with it". That will be proved on the track. Nailed on the wall of the workshop, in fact, there's the calendar of the 2015 European Moto2 series, in which the Vyrus will be on the starting grid besides some of the fastest 600cc Honda powered prototypes of the world. "The aim is also to take part in a few rounds of the World Championship as a wild-card," Ascanio reveals.

Until today the Moto2 Vyrus has been sold

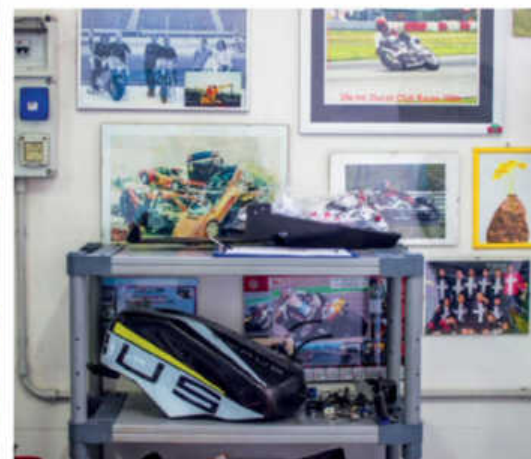
to about 20 customers all around the world for track-only use. But now it faces the real challenge, trying to beat competitors in a championship in which the engine is the same for everybody, and the difference is mainly made by the frame, the team and the rider.

"I designed this motorcycle with the help of two great men – the Japanese Yutaka Igarashi and Englishman Sam Matthews", Ascanio explains. "It is the result of a lot of Skype meetings, where I guided the project by saying what I wanted and





**ABOVE:** The Vyrus above, a 985 C3 4V is part of an Australian collection including a Bimota Tesi 1DS, 2D and 3D. It sports a Ducati 999cc Testastretta motor for 150hp. **LEFT:** Vyrus used Ducati motors until the inclusion of the Honda 599cc four. Being a small factory everything is done by hand. **BELOW:** The Vyrus wall of fame has plenty to boast about, with a rich history for the unusually designed bike.



consequently giving the vision that was necessary to shape the bike. In this sense, you can say I am the conductor of the whole process, which involved me, my three-man internal staff and 19 technical consultants and engineers.

"We have several tests behind us, lap times were good and we are confident that our racing experience will be positive. Our presence in races has never been official until now but a few years ago Phil Read's son finished the Thunderbike UK

series in second position riding a Ducati powered Vyrus. That wasn't bad at all".

The Moto2 bike, which weighs about 140kg and is called the 986 M2, is one of the three models currently offered by Vyrus, together with the 984 C3 2V and the 987 C3 4V that prove Ascanio's devotion for Ducati's V twins.

"You can buy one of our bikes or just the frame kit, that allows you to save a crashed bike, taking its engine and creating a whole new motorcycle around

it," explains Ascanio.

What you'll bring home is one of the most hi-tech, sophisticated-style and exclusive bikes that, starting from the early 2000s, were created in this atelier and delivered to a broad target of clients – the ones who like riding at the top level, the folks who love design and the people who are looking for a status-symbol.

The latter is the case of Hollywood-star Tom Cruise, one of the VIPs that have chosen Ascanio's motorcycles. **AB**





# AUSSIE SOURCES

Looking for customising and performance bits? Here's a good place to start.

## NSW

**Aussie Streetfighters**  
streetfighters.com.au

**Anderson Stands**  
andersonstands.com

**Central Coast Performance Cycle Centre**  
West Gosford  
(02) 4322 7887

**CC Bike Works**  
Long Jetty (02) 4333 9884  
ccbikeworks@gmail.com

**Cutting Edge Paint Shop**  
Blakehurst (02) 9547 1610  
cuttingedgepaintshop.com.au

**Dudley's MC**  
Wyong (02) 43533730

**Extreme Creations**  
Brookvale (02) 9939 4878,  
extremecreations.com.au

**Foran Exhausts**  
West Gosford (02) 4325 9120  
foranexhausts.com.au

**Fraser Motorcycles**  
frasermotorcycles.com.au

**GMoto Imports**  
gmotoimports.com.au

**Gowanloch Ducati**  
Kingsgrove, Sydney  
(02) 9750 4346  
ducati-gowanloch.com.au

**Ikon Suspension**  
ikonsuspension.com

**Kenma**  
kenma.com.au

**Link International**  
linkint.com.au

**Mark Tudor M/C**  
Castle Hill, 0432 523 829  
mtmotorcycles.com.au

**Moto Italia**  
Emu Plains, 0432 441 985  
motoitalia.com.au

**Moto National**  
motonational.com.au

**Radguard**  
radguard.com.au

**S&R Pro**  
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sandpro.com.au

**Sydney Dyno**  
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sydneydyno.com.au

**Tuneboy**  
tuneboy.com.au

**ZAP Racing**  
zapracng.com.au

## QLD

**AUSFR**  
(07) 3804 0916  
ausfr.com.au

**Australian Motorcycle Components**  
amcmotorcycles.com

**HEL Performance**  
Brighton, (07) 3869 3016  
helpformance.com.au

**McLeod Accessories**  
mcleodaccessories.com.au

**Micks Bike & Car tyres**  
Brendale, (07) 3881 0033,  
mbct.com.au

**Link International**  
linkint.com.au

**Moto National Accessories**  
motonational.com.au

**Pro Accessories**  
proaccessories.com.au

**Quick Lap Performance**  
quicklappperformance.com.au

**Rad Hard Chroming**  
Rocklea (07) 3277 0412,  
radhardchroming.com.au

**Slipstream Performance**  
(07) 5551 0340  
slipstreamperformance.com.au

**Speedys Motorcycles**  
Sumner (07) 3376 1428  
speedysmotorcycles.com.au

**Suspension Improvements**  
Springwood  
(07) 3208 0082

**The BM Shop**  
Stafford  
(07) 3356 6128  
bmshop.com.au

**Warrian Enterprises**  
Ashmore (07) 5526 4543  
silkolene.com.au

**Woolich Racing**  
woolichracing.com

## VIC

**Dr Glass**  
doctorglass.com.au

**Emtek Racing**  
emtekracing.com.au

**Powerbronze**  
powerbronze.com.au

**Pro-Bolt Australia**  
probolt-australia.com

**ProMecha Suspension**  
Springvale  
(03) 9574 1164  
promecha.com.au

**Race Center**  
racecenter.com.au

**Race Chrono**  
racechrono.com.au

**SpeedCycle**  
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speedcycle.com.au

**Suspensions R Us**  
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**Clean Ride**  
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cleanride.com.au

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ducatibunbury.com.au

**RatedR**  
ratedrparts.com.au

**Security Gear**  
securitygear.com.au

## SA

**Blueprint Engineering M/C Services**  
Lonsdale, (08) 8384 4777  
bpemotorcycles.com.au

**Superbike Performance**  
Marion (08) 8377 0028,  
superbikeperformance.com.au

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## GSX-S1000 TEST

I read with great interest your article on the Suzuki GSX-S1000. After reading various other great reports from Australian and International journalists, I really have to commend you on a very in-depth assessment of the machine. As a 57-year-old sportsbike rider I am at that point where I am considering a nakedbike, however, I am not ready to put on my slippers and grab the lap blanket just yet. The GSX-S1000 might be just the bike for me so now that I have done my research, I think I will have a ride and go from there.

At the time of writing this letter there were no demonstration examples available from the Suzuki dealerships I contacted but I am told the bike is not too far away.

My only two concerns regarding the bike are (A) will it be possible to fit a rear gear rack and (B) can I fit a quickshifter to the bike?

Any help appreciated and I look forward to your project bike and to your Australian on-road assessment.

Brian, Email.

G'day Brian,

Thanks for the kind words, mate.

The GSX-S is a great bike and is everything I said it was, which is a no bullshit no frills grunty, great handling typically good Suzuki performance bike.

The fuelling issue on initial throttle opening needs fixing. As soon as possible I will be sourcing the first available piggyback fuelling device for the GSX-S and mapping it, once a slip-on is fitted.

In terms of fitting a quickshifter, that should not be an issue at all and I too will be doing that so keep an eye on the Project GSX-S1000 page.

Luggage-wise, fitting a rack should be fine. I'm sure Ventura will be onto it ASAP. In the meantime there is a Genuine Suzuki tank bag available, so ask your dealer to throw one in for free as part of the deal!

Best of luck – Ed

## OLD V NEW

I've enjoyed a few Old v New tests recently and I would like to put forward a suggestion – Suzuki Hayabusa Gen1 versus Gen2. As a Gen1 owner who is ready to upgrade, I'm sure I am not the only one out there interested in this comparison, despite the Gen2 bike being quite old itself now it is still a current model on the showroom floor. Before I spend up though, I would also want to be sure that there is no Gen3 just around the corner. Any word?

Zoltan, Email.

G'day Zoltan,

I think a Gen1 v Gen2 test would be good, I'll see what I can organise. Both

bikes are great but the Gen2 is just that bit more refined and the latest version with ABS is sensational...

I called Suzuki for a chat about the Hayabusa after I received your email. According to the National Marketing Manager, Lewis Croft, Suzuki are aware that the Hayabusa has a cult following and there is demand for an update to the current 2008 platform.

Lewis mentioned that Suzuki are spending serious money on MotoGP and that development of street sports models will benefit from this MotoGP technology. In short, there is no immediate Gen3 Hayabusa on the cards but down the line there may be a larger capacity model... – Ed

## 1995 FIREBLADE

Your 1995 Fireblade has been mentioned in the past two issues of *Rapid* and has me obsessed.

I think you have triggered a nerve as I need one – badly! I want a Tiger and for the same reasons as you, because I wanted one badly in 1995 and of course I was 18 and had no hope in hell of buying one. I was riding a Kawasaki Z250!

I have a few questions. Will you be doing an Old v New test with a current Fireblade? I would find that interesting as I have a 2015 Fireblade.

Where did you find the bike and what condition was it in? How much have you spent on it in total to reach the condition it is in?

Ben, Email.

G'day Ben,

I tell you, this bike of mine has many fans! I am getting stacks of feedback on it.

I reckon an Old v New test would be great so leave that with me and I'll put one together...

It is amazing how good the 1995 model is. Really, aside from brakes and suspension it's as good as a modern bike. The engine is incredibly grunty.

I bought mine from eBay. I'd searched and searched, for around six-months and this was the only one I found that was a ridgy ridge Tiger first rego'd in Australia.

I paid \$3300 cash. It was original but



needed love. I stripped it of bodywork and gave it a full detail, service, sprayed the wheels black again, fitted new Avon tyres, plus bought new OEM upper and side fairings (just over \$1000). I then registered the bike and put a new screen on too.

All up, on the road for \$5000.00 and I could not be happier... – Ed



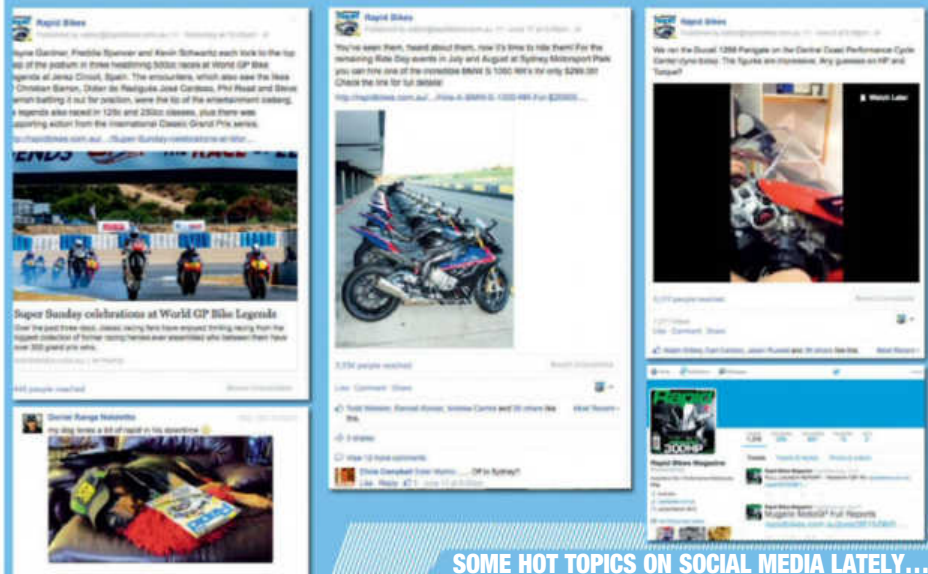
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# WINNER

## SOCIALLY TALKING

Facebook – Rapid Bikes | Twitter – @rapidbikesmag



SOME HOT TOPICS ON SOCIAL MEDIA LATELY...

## WHERE'S NED?

As a dedicated *Rapid Bikes* fan I've enjoyed every issue of this fine publication, however my favourite columnist Ned Shaw was missing last issue. Is he coming back? Did he get arrested for speeding again?



Tom, Email.

G'day Tom,  
Ned fell asleep last deadline. We found him in his workshop under his Norton, empty bottle of JD next to him and some other funny looking cigarettes. We prodded him with a ratchet and he woke up, punched us all, then apologised and promised to get his next column done on time. Turn to page 91... – Ed

## SUPERBIKE SHOOTOUT?

Hi team, great magazine, I am a long time reader and particularly enjoy your Superbike and Supersport shootouts, however, I note that last year you did not run a shootout, I assume due to a lack of new bikes?

Will you be running a shootout this year and if so, when can I expect to see it?  
Thanks in advance.

Peter, Email.

G'day Peter,  
Your are spot on there, mate. Last year there was no point doing a shootout – so we focussed on nakedbikes and LAMS instead. However, this

## USED RIDE TEST

I started riding in 2010 and after I graduated from my provisional licence to my full licence I continued to ride my CBR250RR. I just enjoy the bike and find I can ride it to a limit that I enjoy, however, I'm ready to upgrade to a 600 supersport bike. I'm a Uni student so not in the market for a new bike and my price range is the \$5000-\$7000 range. I've enjoyed the Used Ride features lately and I'm on the lookout for a CBR600RR or a GSX-R600.

Thanks for the articles and keep them coming! Which issue had the 600 Shootout from 2007?

Stephanie, Email.

G'day Stephanie,  
That's great to read that you are progressing up the capacity ladder in your own sensible time... The issue you are after is May 2007, which is available in our online store at [rapidbikes.com.au](http://rapidbikes.com.au) – Ed



year is a different story and we are currently working on a huge sportsbike shootout – which you will read about in our 100th issue! Stay tuned! – Ed



# WIN!

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# MotoGP15

The ultimate MotoGP experience in your living room!

Having tested Italian game developer, Milestone's *RIDE* earlier this year I can't explain how excited I was to check out *MotoGP15* with promises of an even more in depth experience, closely following the real world MotoGP experience with a huge variety of customisation.

I haven't played the previous MotoGP game however, so most of the features are new to me, so I can't compare to the previous installment.

Jumping in I was immediately impressed with the ability to instantly set up your riding style, not to mention the options for creating your own rider or playing as one of the many names we know so well from within the current MotoGP season.

Starting with the tutorial I was able to get the hang of riding, although I'll admit that despite having many more advanced riding controls introduced I was still using the basics as I worked to nail my corners and apexes, taking advantage of the games' great physics engine.

Controls are very finely tuned, even on the easier settings and you've got a real feeling of control and immersion, the minute I was distracted by anything off the Playstation 4 I was immediately punished normally by running off line, into the grass or just crashing. I did manage some rather impressive Rossi-like off-field grass maneuvers however, which I'll put down to the game's traction control, more than any skill on my part.

In your garage you're also offered the opportunity to talk to your engineer who'll make changes based on your feedback, or you can work on your bike directly, both of which are pretty nifty and realistic – you can probably pick up tips how to fix issues on your road bike with some of the information provided!

Next I delved into Instant Action, heading straight onto the track to fight it out with the games improved AI, with the nifty shuffle option allowing me to mix up the challenge and jump into a race straight away.

In comparison the Grand Prix option allows you play as a current, 2014 or Two-stroke Champion at a track of your choosing with Race Options and Riding Aids both allowing you to tweak the difficulty to suit your skills.

The Championship options allows you to play through a Championship season, while MotoGP Career mode allows you to run your custom race team, including sponsor contracts which net you additional ingame credits, starting from a basic machine and earning your way to stardom. Finally Time Attack allows you to challenge yourself against the system in fighting to match or better a specific time, at a specific

track on a specific bike.

Online and multiplayer options for those with additional controls both promise an extensive and competitive experience in the game as you can fight it out with friends or strangers from around the world.

On the gameplay itself, the controls are exceptional, even playing with more of the options off and aids on so I could concentrate on the experience, exploring MotoGP tracks that I've seen on TV and read so much about but never had the chance to ride.

The gameplay is immersive, as you're treated to real videos of locations, tracks and race moments, not to mention relevant facts, and while some off the off-field track graphics aren't amazing but you're normally too busy piloting your ride to pay too much attention, especially at 300km/h plus.

Earning credits didn't seem like a chore, but in my short time trying each of the modes I was more interested in the gameplay itself but at the same time wasn't setting the world on fire with my race results, with better rewards sure to come from competitive results. Playing as Marquez in various modes, I did a great job in taking him to previously unseen placings and I could tell he wasn't happy at the end of the race with all the head and fist shaking.

I really enjoyed the game though and can see it becoming even more enjoyable as my skills improve and I can take advantage of the harder settings, especially competing with friends online, or when they're over. Now it's time to start my MotoGP15 career and see where it takes me! **AB**



## MotoGP15

Milestone S.r.l.'s MotoGP15 is available from all good video-game retailers for \$99.95 RRP on PS4 and Xbox One, \$69.95 RRP for PS3 and Xbox 360, and \$49.95 RRP on PC.



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WORDS: **WILLIAM COLLINS, RICHARD COLLINS** PHOTOGRAPHY: **TIM MUNRO, JEFF WARE**

# A FAMILY AFFAIR

Hitting the track as father and son – a great way to spend a day together...

**H**aving never been to the track before, I was so excited when my Father asked if I wanted to go for a day with him and his friends. I couldn't stop smiling just thinking about it.

I had accepted but I had no idea what I needed to prepare for the day. I had no gear and at the time I had very little money to sort out what I needed for the day. My Father managed to organise a one-piece race suit that I could use for the day, (thanks Jeff!). I called a good friend of mine to see if I could borrow his race boots. Luckily they were a perfect fit. I managed to pick up a pair of AXO

motorcycle gloves for \$80 the week before the day as well. I had gotten pretty lucky in preparation for this day so far.

The night before the track day, I could barely sleep. I had prepared everything the night before. Leathers out, boots together, a once over of the bike and a full tank of fuel.

I rode to the track as I didn't have a trailer to take the bike. I filled up the tank again at the Shell right by the track, just to be sure I wouldn't run out.

Arriving at the track safe and sound I parked my bike in our garage in the pit and upstairs for an orientation where Paul Bailey talked us through the track day.

They went through all the different

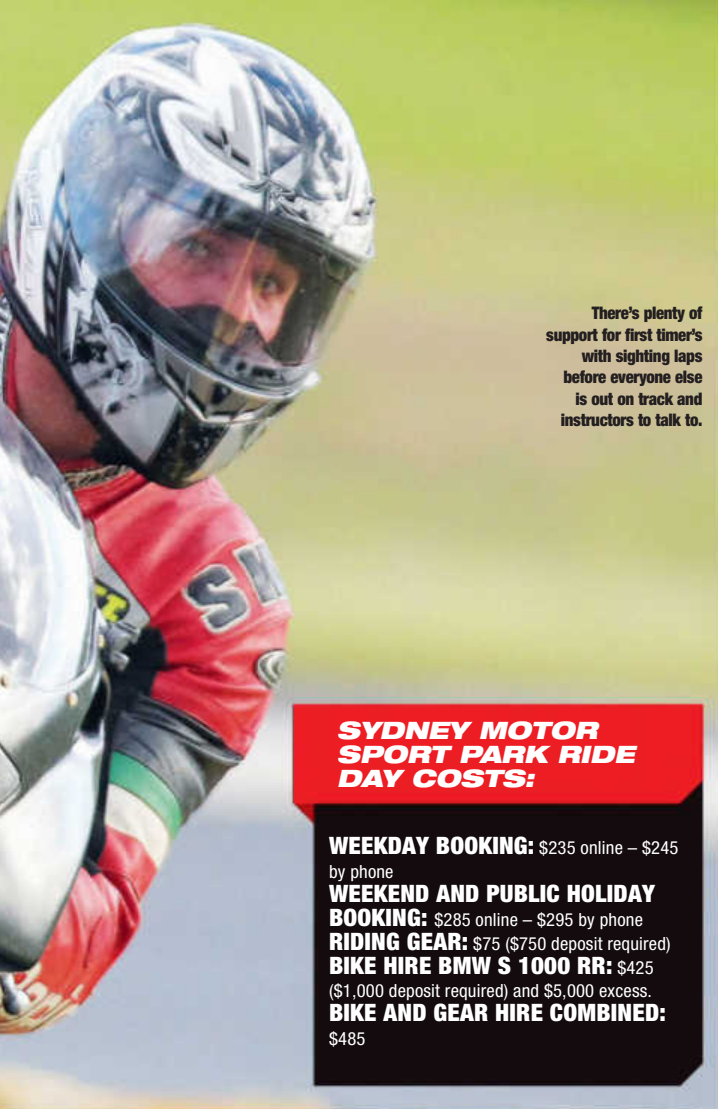
**A track day is a great way of testing your own and your bike's capabilities without having to worry about losing your licence.**

flags and what we should do in case of an emergency. It was good as I had no idea about any of the procedures for the track.

While I was upstairs, scrutineering was underway where they check over the bikes. They taped over the speedo and mirrors. My Father also checked the tyre pressures set them to 32psi at the front and 30psi at the rear as per the recommendation of Paul at orientation. Now my bike was 100 per cent ready to go out on the track.

I started my bike and let it warm up at the five-minute warning before my group went out. It was now my time. The first session out on the track we were instructed to follow one of the mentors





There's plenty of support for first timer's with sighting laps before everyone else is out on track and instructors to talk to.

### **SYDNEY MOTOR SPORT PARK RIDE DAY COSTS:**

**WEEKDAY BOOKING:** \$235 online – \$245 by phone  
**WEEKEND AND PUBLIC HOLIDAY BOOKING:** \$285 online – \$295 by phone  
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**BIKE HIRE BMW S 1000 RR:** \$425 (\$1,000 deposit required) and \$5,000 excess.  
**BIKE AND GEAR HIRE COMBINED:** \$485

Hitting the track as father and son – on his first track day, is a brilliant experience first...



Richard and William at registration for the day to get the arm band for your group!



William working towards getting his knee down.

from the California Superbike School. Just to get a feel for the track and the lines to take. Just following along behind, getting used to the surroundings and letting the tyres warm up properly. After the two laps we were on our own. What a feeling! Every corner felt amazing. Being able to accelerate full throttle, come in to the corners as fast as possible and go as fast as my bike could go down the main straight. I didn't break any land speed records, but I did manage to get to my bikes top speed of 180km/h.

I came back into the pits after my first session. I had a smile from ear to ear. Before the second session I had been talking with Mark Weaver as he was there for the day with us. He was giving me tips on how to get the most out of my track day from riding position to the line I was taking. He decided he would just come out on the track with me and show me the best way to go about it.

Waiting for the next session I made sure I ate and kept hydrated. They had Gatorade available in one of the other garages supplied by Sydney Motorsport Park Ride Days.

Back out onto the track again, this time my Father was out on the KTM 390. It's a bit bigger capacity than my Kawasaki ZX-R250 but I knew we would

be blasting around the track at about the same speeds and I was a lot more confident. I was following Mark's lines. He was getting his knee down on every corner. I was trying to do the same but just not getting there.

We came back in after what felt like two minutes. Time really does fly when you're having fun and Mark told me I was so close to getting my knee down.

Ready and confident for the next session, I head out from the pits with a clear mind. I let the tyres warm up for the first two laps. Then I started pushing harder on the third lap. I go into turn two prepared for the double apex. I was half off the seat, arms relaxed, looking through the corner, knee out and it touches! What a feeling.

My confidence went through the roof. I roll on the throttle all the way. The bike revs out to 20,000rpm in second, I come out the corner change into third, roll on the throttle to full and knee down again on turn three. I am smiling so hard by this point. Loving every second of being out on the track.

Each corner became easier and easier. I felt I was riding a lot smoother. Not like the first sessions where I was coming in too hot to the corners and having to over brake and lose all of my momentum. 🏁





### REQUIREMENTS:

- Provisional motorcycle license or Motorcycling Australia licence.
- Full leathers (one piece or zip together).
- Leather boots that overlap pants (with replaceable sliders recommended).
- Gloves – gauntlets, not wrist length.
- Helmet – minimum of Australian AS1698 standards.
- Motorcycle in good mechanic order.
- Metal tyre valve caps – no caps no go.
- Cameras are allowed but with very specific requirements.

Check [smsprd.com.au](http://smsprd.com.au) for full details.



### RECOMMENDED:

Appropriate gear under leathers, such as an under suit or compression wear.  
 Watered down energy drinks, plus food including snacks.  
 Tyre pressure gauge with release valve. A pump for putting pressure back to road pressures.  
 Check all your bike's fluid levels and for leaks.  
 Check chain tension, fill up with fuel before arriving.  
 Check tyre, brake pad and brake rotor wear.  
 Tools for general adjustments or to remove mirrors.  
 Paper and pen to record suspension adjustments.

On this session my Father was in front of me. It was a great feeling to be on the track the day before his birthday with him. The best part was through the last few corners before the straight. Our little bikes were overtaking the bigger bikes. That was probably one of the best feelings of the day.

After that session I was so happy with how much I had improved through the day, being out with my Dad on the track and getting my knee down for the first time.

Overall though its all about having as much fun as you can and going home in one piece – you and your bike. I would recommend everyone to get out there and have a go at the track. It's the best experience you can have on a motorcycle.

A big thanks to *Rapid Bikes* for letting me come along for the day and my Father for helping me set everything up for the day. Can't wait for the next one.

## RICHARD'S THOUGHTS

It's really weird at first riding with your son on his first track day. First thoughts are to say, 'Do this, don't do that,' but then how can you say that when you are going to do the exact opposite and will be seen doing it!

Being William's first time, he went into the white group as did I. When the first white group session started, all the first timers went out with a California Superbike coach to do a couple of slow – no overtaking allowed – sighting laps.

Then the rest of the group are allowed to join, so I waited for William to appear down the main straight so I could hook in with him and show him the lines I take, then follow him for a while to observe. Any fatherly concerns are gone as he picks his lines really well and I can see that he is a natural and if he was on a bigger bike, probably quicker than his old man.

His Kawasaki ZXR250C 'screamer'

handles like a dream in his hands.

Unfortunately my Ducati had an issue, which was my preparation fault, so I parked it for the day, as we had a KTM 390 to test, which I took out in later sessions. What a hoot to ride, specially in corners, but not a match for the Kawasaki.

Fortunately Mark Weaver was with us on his GSX-R1000 and spent a lot of track time showing William lines, how to go through the apexes, entry, speed and body positioning/weight distribution techniques, plus coaching back in the pit.

After a couple of sessions and Mark's coaching, William had his knee down, scraping the knee sliders on the one-piece suit loaned by Jeff. It made me feel pretty good and more at ease that he obviously knows how to control his bike on the track and road.

I would like a dollar for every time William said best day ever, even now, over a month later. **RIB**



# Kawasaki

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# Kawasaki



# F.O.B CUP

Jeff throws a leg over the KMF Ninja 300 Cup machine again, this time in the new F.O.B sub-class!



WORDS: **JEFF WARE** PHOTOGRAPHY: **KEITH MUIR, MURRAY SAYLE**

**L**ast year I raced the Kawasaki Motors Finance Ninja Cup bike as a wildcard. I had top fun, so when I got a call from KMF's CEO, Matt Stevens, offering me a few spins this year I jumped at the chance! My first races on the bike for 2015 were at Rd3 of the Australasian Superbike Championship and the AFX-SBK Series at Sydney Motorsports Park.

The bike looks pretty snazzy too in all-new team colours. Speaking of which, I had a teammate this year. After the success of the KMF Wildcard bike last year, Matt and Richard – KMF CEOs, decided to run a full time rider and a wildcard bike. They chose the talented Luke Burgess and it was a great choice.

Not only is Luke a great person, he is also leading the championship as we go to print!

This year the sub-classes in the Kawasaki Insurances FX Ninja Cup include an Under 20s Cup, FX300 Ladies Cup and

my class, the F.O.B Seniors Cup.

So what does F.O.B stand for? Fit Old Blokes? It stands for Fast Old Buggers but most say it as Fat Old Bastards!

The F.O.B rules are simple – the rider must be a minimum of 40-years-old and weight and age must add up to a minimum of 130. So 90kg and 40 is the minimum limit – but 50 and 80kg, 55 and 75kg, 60 and 70kg and so forth are also OK. At 97kg, plus gear I'm 102kg!

There were some fast old blokes, too, with overall winner for the weekend, Stuart Green, bloody flying, as was Mark Rogers, who beat me in every race but was unfortunately disqualified after having to fit a front tyre last minute – after discovering he had a flat front tyre before the last race. That relegated me from Third overall to second and Adrian Pierpoint fourth to third. Greg Farrell was amazing – 63-years young and had a heart bypass and he kicked my ass in qualifying and I only just beat him in the races. Unreal! Peter Avery was having a go and gun

**Racing the Kawasaki Ninja 300 is a real challenge but great fun. I reckon everyone should have a go! If you are spending a fortune on track days, why not buy one of these and race instead?**

Adrian Pierpoint got faster every race but none of us could get close to Stuart Green. Not yet anyway!

The little Ninja was a tricky bugger to get a lap time out of and not as simple as carrying corner speed. In fact, for some sections carrying too much corner speed was possible and at full lean the bike really washes speed off, due to the flexible frame and large side footprint of the tyres. The trick was to get the braking done upright, get on the gas ASAP and go deeper than usual, turn and get the bike up on the shoulder of the tyre so it would accelerate. A tricky thing and unlike most bikes I've raced. Almost a superbike line, without the power to fire out with!

Gearing is crucial and we took it a tooth at a time. My fastest lap was a 1:52 flat but given another day I'm confident I could crack a 1:50 or even a 1:49 with slipstreaming. Just needed more time (and less Kebab lunches!).

Most races were a battle between myself, Keegan Pickering the fastest girl





## SPECIAL THANKS

- Kawasaki Motors Finance
- Kawasaki Motors Australia
- Kawasaki Connection
- Mackay Kawasaki



## SPECIFICATIONS

### KAWASAKI MOTOR FINANCE NINJA 300

Stock liquid-cooled DOHC 296cc parallel twin-cylinder four-stroke, 62 x 49mm bore x stroke, eight valves, EFI with piggyback tuning device, control ECU (swapped regularly) 32mm throttle-bodies, stock airfilter, dual throttle-valves, Arrow stainless steel exhaust system, six-speed gearbox, slipper clutch, 10.6:1 compression, stock frame, Wet 4 U bodywork, Ohlins TTX shock, Ohlins fork springs, emulators, stock brakes, Pirelli Diablo Rosso tyres, 520 chain, modified gearing, Wet 4 U rearsets.

around, Greg Farrell, Jake Pettigrew, Adrian Pierpoint and Ryan Sellen (Central Coast Performance Cycle Center).

It was a great weekend and I ended up with three third places to take third overall on Saturday and two-second places and a third to take second overall on Sunday – and scored a few F.O.B class trophies to boot!

I'll be back for Round 5 at Wakefield Park in September, so next issue I'll have a report for you on that meeting.

Check out [fxsuperbikes.com.au](http://fxsuperbikes.com.au) for more info including full rules and regulations. **RB**



# CALIFORNIA SUPERBIKE SCHOOL LEVEL 1

*After reading back issues of Rapid Bikes I realised California Superbike School looked right up my alley...*

WORDS: WINSTON TAYLOR PHOTOGRAPHY: TIM MUNRO, KRIS HODGSON

**I**t's been 15-odd years since I have been around Eastern Creek on four wheels and being taught how to ride a bike fast and safe on two wheels was something I knew I would enjoy. When Jeff mentioned CSS Level 1 my pulse quickened and my wrist started itching.

The day began with a quick scrutineering check and tape over my mirrors and speedo. We had a safety briefing explaining what the coloured flags meant and how much distance to keep from the other riders.

The day consists of a 20-minute classroom session followed by 20 minutes track time. We would follow our instructor on the track for a lap or so and he or she would demonstrate the drill we were concentrating on. Our instructor would debrief us at the end of each session.

Steve Brouggy is a great teacher, and for each classroom session he would give us a drill to practise for the next session. He explained in simple terms how the inputs a rider makes on the bike effects its stability and cornering.

## SESSION 1 - THROTTLE CONTROL

Steve explained how controlling the bike and its stability is related to controlling the throttle. First session was fourth gear only and no brakes. My goal was to roll the throttle on once, smoothly and consistently throughout the turn and at the right time. I hopped on my K3 GSX-R1000 streetfighter and lined up behind a car for a few slow laps to familiarise ourselves with the track. My heart was racing as I took off for the first time at the front of the line. Not braking was a new thing for me and I was obviously rolling off a long way before the corner.

I was trying to be smooth in the corners and take notice of how the bike was feeling in relation to the throttle inputs I was making.

Sam my instructor soon overtook me at the bottom of the straight with one hand on the 'bars and signalled for me to follow him and watch him as he demonstrated the drill.

The session was over way too quickly and I headed into the pits to chat with Sam. He pointed out the things I was doing OK and

the things I needed to work on. I was finding the double apex on turn two a bit confusing and he showed me the correct line, so I could work on that next session. I was also suffering with tingly hands from holding on too tight.

## SESSION 2 - TURN POINTS

A big X was placed on the track to mark our turn point. The goal was to identify where the turn in point is for each corner and what defines a good line. Still fourth gear, no brakes. This gave me something to aim for before tipping in and I found it really helpful, especially in the double apex turn two, which had a cross in the middle of the track halfway around the turn. I got overtaken by an older guy on a ZX-10R who was riding fast and I had fun trying to stick on his tail.

## SESSION 3 - QUICK STEER

The goal in the third session was to locate the turn in point and look at the apex before you hit the point and lean the bike in as quickly as you could. This was a bit tricky at first as I had to take my eyes off where I was going as I looked at the apex. After a few laps the drill gave me the confidence to be able to change directions quicker which helped me on the approach to corners three and five which I had been struggling with somewhat as I need to get the bike back across the track and over to the turn in point while still accelerating.

## SESSION 4 - RIDER INPUT

This session was about body positioning and how much pressure is really on the handlebars. I struggle with this one and the concept of gripping the tank with my legs

was foreign to me. We were allowed another gear and light braking. I tried to relax my hands and hold on the handlebars alot and grip the tank with my knees more and after a few laps my hands felt great.

A young guy on a 600cc race bike also went flying past me into turn one under brakes and seemed to slide around the corner effortlessly before disappearing into the distance. It was very impressive to watch. The others in the group were talking about him back in the pits and I overheard them say that his bike was 300cc. How embarrassing, I made a mental note to call my therapist later that night!







## SESSION 5 – TWO-STEP TURNING

This session was all about vision, looking where you want to go in the turn and then looking at the exit marker as you come out of the corner. We were allowed all gears and brakes. I tried to put it all together in

the last session. Look for turn in point, look at apex, turn in quick, relax hands, wind the throttle on and look at exit point.

I loved being able to test out the brakes in this session and try and apply everything we had been shown that day. When I peeled off into pit lane, I did so knowing it would not be for the last time.

I learned so much about my bike and the inputs that I need to make in order for it to go where I want it to on the day. My confidence on the road has increased and everything I learned is applicable to road riding not just on the track. The school is highly recommended and is applicable to beginners on 250cc bikes as much as it is to speed freaks on bigger bikes.

The day exceeded my expectations and ran like clockwork. I cannot thank Steve and his team enough for their professionalism and dedication to making the day so awesome.

It truly rates as a day I will never forget and up there with getting my skydiving license. I can't wait for Level 2. **RB**



# STARING

## ARM PUMP RECOVERY

**H**ello again to all the *Rapid* readers. It's been a little while since my last column where I updated everyone on how the first few races of the season went and that I was suffering from a severe arm pump.

It's been a busy period over the four races since, with the six races so far this season equating to three-quarters of our whole championship. For me it hasn't been super convenient to have so much of the season packed into the first few months of the year. Mainly because we've been having a hard time to be competitive and overall we've not been sailing smoothly.

As always there's more than one reason but the biggest issue I suffered was the arm pump, this infected me like a disease. It gradually got worse over the season and to the point where in Donington, I could only manage just a few laps until I started losing control. Before the race started I honestly wasn't confident I could finish it!

Directly after I knew I had to take more drastic action as I'd exhausted all the resources from the physios and doctors of the Clinica and the Australian Institute of Sports European based professionals. I was a danger to myself and everyone else on the circuit. At the time I was prepared to miss some races in search of an answer. However it worked out that I was able to have surgery just a few days after the Donington race and managed one of the quickest recoveries known of, to race again eight days later in Portugal.

I was instantly better, I can't say I'm doing it easy now, I still fatigue and it's not easy to be strong for the entire race but I'm not suffering from arm pump as such. I never lose control of the bike or feeling for my arm. So that was a big positive, I managed sixth in Portugal and it was the best race of the season in my mind.

For some unknown reason this year we can't seem to take advantage of the grip from a new tyre. It's at the stage now where I'm questioning myself as to why it doesn't come together with the new tyre. Without going into too much detail, Superstock is difficult because there's only two opportunities to use a new tyre before the race and we can't get it right for qualifying. It's killed me this season that I've forever been starting from the third and fourth row.

Although, to add to the frustration, on the used tyre we've been a top contender, my



***"I was able to have surgery just a few days after the Donington race and managed one of the quickest recoveries known of, to race again eight days later in Portugal ..."***

warm up times show this as I'm always top three. Or whenever I'm able to get clear track in the race I can lap as one of the fastest at half race distance. So we could race at the front but only if I was able to put a few incredible lap times in with a fresh tyre like the other riders are able to.

There's no doubt the other manufacturers have risen the level of Superstock this year. Kawasaki are well aware of that and doing everything they can to combat the issue, it's crazy to me that the level has changed so much in just one season.

Although our bike is great and I still believe it's capable of more than I've shown of it this season, we're slightly down on engine performance, which for me, makes passing in the race really difficult.

My last whine is that our forks this year have been really particular and we've often not found our direction until Saturday afternoon or sometimes Sunday morning. Which also reflects our warm up pace.

I can only say that the team and our suspension technicians have been working really hard and certainly haven't given up on me or our project. I really appreciate and respect that the people in our project have

a winning attitude and constantly push for every tenth we can find.

As the WSBK series heads out of Europe, the Superstock categories have around a three-month summer break.

It's a bummer the break is so long and the calendar is this way, because it makes for a difficult return to racing in September. I'll make the most of my summer in Europe, I have no intentions to return to Australia before the end of the season. But basically I can do as I please, I'm as free as a bird, which is such a privilege to being a rider. And to touch on that, I've had a lot of frustration over the last few years, however I've come to realize and appreciate the opportunities I've been given to chase this dream.

I love my life, I love racing, I love the challenge and I love riding the bikes. In fact, I've not enjoyed motocross so much since I was 10!

I hate to think what my lack of results could amount to but all I can say is I don't want to wake up from this dream.

Ride safe!

**Bryan Staring**

**Twitter:** bryanstaring67





# SHORT SHIFT

## FAST AND FLOWING

**T**he MotoGP race at the Australia Grand Prix lasts just under 41 minutes in the dry. It's a special two-thirds of an hour, whether you're trackside at Siberia or in front of a wide-screen television in Broome... Australian motorcycle racing's annual focus point.

Treasure the Australian GP. It took many years and the arrival of two unique men, Wayne Gardner and Bob Barnard, before the descriptor "World Championship" could be attached to an event that was first held in 1914.

Countries that were part of the world championship fabric for four and five decades have lost their title rounds. The Belgian GP is no more and Brno may have hosted its last GP, after 50 years on the championship calendar, with a revived Austrian GP the likely replacement. The GPs of Brazil, China, Hungary, Indonesia, Sweden, Finland, South Africa, Switzerland, Turkey, Venezuela and Yugoslavia have come and gone.

Australia is one of a mere handful of nations represented in the world championships continuously since 1949. It has produced a world GP champion in every full decade except the 1970s, and back then both Kel Carruthers (1970) and Gregg Hansford (1978-79) were close runner-ups.

Long-term commitment to the championships and enduring quality of entrants might not necessarily count for on-going event security with GP promoter Dorna. But for 20 of the World Champion Australian GP's 26 years, it has had something Dorna does value – a circuit and a setting with grandeur – it looks great on TV.

Consensus among the participants is that they

love the layout. Yamaha's Jorge Lorenzo has a high-corner speed style and machine seemingly tailor made for the circuit. Here's what he said going into the 2014 race:

"I look forward to racing in Phillip Island, another amazing place to ride. Australia is always special and the layout is always perfect for having fun.

"To me the joy of riding there with the M1 is difficult to explain. But I love the long and fast corners, especially the last one before going towards the straight to the finish."

A quarter of a century ago, imagine how eyes of dirt-track schooled American riders like Eddie Lawson, Wayne Rainey, Bubba Shobert and Freddie Spencer must have lit up when they first saw the left-hand sweepers.

Fast and flowing, in fact the fastest event on the 18-race championship calendar. Valentino Rossi won last year at a race average speed of 176.73km/h. Mugello, Assen and Termas de Rio Hondo in Argentina are vying for second spot.

The previous Philip Island race record belonged to Casey Stoner from 2008. Remarkably, he won 2008 and 2009 races for Ducati at the same race average speed of 175.99km/h. His overall time in two 27-lap races differed by just 0.008 of a second.

The top-speed record belongs to Mugello, where Andrea Iannone's Ducati was clocked at 350.8km/h this year. His teammate Andrea Dovizioso did 343.1km/h on Gardner Straight in the 2014 Australian GP.

Phillip Island is one of just three venues on the planet where all six Australian World GP Champions have ridden – along with Assen and Brno. Tom Phillis and Kel Carruthers were race



winners at the Island in the '60s, with Phillis once winning four races in a day.

There have been ten home-town World Championship GP victories at Phillip Island, all except Jack Miller's Moto3 success last year coming in the premier class... two to Gardner, one to Mick Doohan and six in a row to Stoner. To underline Stoner's dominance from 2007 to 2012, he led all bar two laps, a total of 160 laps. Pedrosa led one lap in 2009 and in 2012.

Rossi is the most successful import, winning five straight in the premier class from 2001 to 2005, and back-to-back 250 GPs.

For the moment, the Island is Marc Marquez's least happy hunting ground. It was also the scene for probably his least glorious career moment. In 2011 he rear-ended Rattapark Wilairot after a practice session had been flagged, putting the Thai rider out for two GPs.

Marquez won in 2010 on a Derbi 125, but has never won on a four-stroke machine, finishing third twice in Moto2 and failing to go the distance in two MotoGP starts. Black flagged in 2013 and crashing last year. He does, however, hold the race lap record at 1:28.102s. Lorenzo was the fastest qualifier ever, also in 2013, at 1:27.899s.

But get this. Kevin Schwantz qualified fastest in 1989 at 1:34.99s. Under the 107 per cent rule, the Texan's time 26 years ago on a Suzuki 500 would have made the cut for every subsequent premier-class race except 2008, 2013 and 2014.

Schwantz didn't greet the chequered flag in his two Phillip Island GP starts, high siding out on lap one in 1989 and lap 29 of 30 in 1990. But he did help make the Australian GP special. **RB**







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# PITT STOP



## MISSING

It is hard to know where to start really with the mess that is Intermoto Kawasaki World Supersport. The official position of the team now is that the team owner Josef Kubicek is an official missing person on the police website in the Czech Republic. The workshop, truck and bikes were impounded until he can be found.

I'm only getting information off the team coordinator and sponsor but they are assuming the worst, that he won't be coming back.

The team has always been chaotic since I joined in 2012 but Josef had his team in the World Supersport Championship since around 2005. Of course he was mostly late with payments and people were always chasing him for outstanding payments but although late, he always got everyone paid.

On the outside and as far as I was concerned the image of the team was improving with support from Kawasaki and results showing we were regular podium contenders.

Last year saw the much-needed main sponsor come on board in the shape of Ponyexpress. Ponyexpress are a huge freight/hauling/courier company in the Czech Republic (DHL/TNT style company). It's owner Milan Sura was an associate of Josef's and came on board as a small partner that got the bug and wanted to improve every aspect of the team and got more heavily involved. His intention was to attract other main sponsors and eventually turn a profit out of the team. In hindsight maybe too heavily involved.

He was making all the decisions and controlling the team bank account and blaming Josef for everything but he kept Josef in place as the team owner by name, which meant Josef took all the risk and is now just holding up his hands and still blaming Josef.

But who knows what the true story is but there is fallout that affects rider's careers and technical partners that have invested heavily with supply of material and of course staff within the team who remain unpaid with the need to put food on the table for their families.

From the riders point of view it absolutely sucks, and can set a career back years.

Lucas Mahias came to our team on the back of a perfect record in the French Supersport Championship winning every race in 2014 and some great wild card showings at the end of the WSS season plus extra promised support from Kawasaki Europe.

PJ Jacobsen had the fortune of Rathapark Willarot losing his ride at Core Motorsport just as Intermoto was imploding and moved straight onto the Ten Kate Honda that Core lease from them. And therefore by association and a big push from PJ, I have moved with him to become



***"The official position of the team now is that the team owner Josef Kubicek, is an official missing person on the police website in the Czech Republic..."***

his crew chief on the Honda.

The final blow though was young Aiden Wagner joining the team for the rest of the season and then being left high and dry. I had personally been involved in bringing him in because I knew the team had a third bike sitting there and I had gotten to know Aiden since his impressive performance at Phillip Island. The owners agreed to it but he had to pay the costs of finishing the season. I told them not to commit to Aiden unless they were sure they would finish the season, which they both assured me they would.

We got through Imola OK but there were some rumblings that mechanics were threatening quit unless they were paid up to date. Some payments were made and on to Donington we went. Both Josef and Milan were at Donington and although a little subdued assured us that everything was OK.

They were trying to terminate the contract with Lucas for some of his behavior and comments on social media about the team after a couple of mechanical issues and finish the season with PJ and Aiden. Honestly this would have been the best for the whole dynamic of the team.

I was in regular contact with Igor the team coordinator and everything was on target for Portugal with two riders, the truck was packed and the fridges loaded with food and drink. Then

the police arrived and sealed off everything as Josef had been reported missing by his wife two days earlier.

The trailer was owned by another sponsor and the truck was Ponyexpress and all the material inside was Intermoto so the breakup of everything is in process.

Of course there are claims from everyone who feels entitled to some sort of compensation. Riders and staff and sponsors have all been left out of pocket and the Wagners have not had what they paid for.

PJ is owed 20,000 Euros in bonuses from last year and flights and travel that he paid for and is waiting reimbursement. Staff are paid per race and are mostly missing the last three to four races worth of pay.

After getting him involved in this mess my priority now is to help young Aiden Wagner find a seat in Supersport or Stock 1000 without costing him anything more to achieve his goal of learning all the tracks this year with the intention of doing a full season on a good bike next season.

Additionally I want the engineer of all this, Milan Sura of Ponyexpress, to meet his promises of finishing the season for Aiden or settling the outstanding payments he has promised.

Pigs may also fly one day.

Andrew Pitt





WITH **HEATHER WATSON**

# ***SBK ROUND-UP***

## **MID-SEASON MUSINGS**

**W**e're now well into the 2015 championship, in fact at the time of writing we're already more than half-way through the calendar, gearing up for Round 9, taking place Stateside at Laguna Seca.

In the SBK camp, Johnny Rea is looking nigh on impossible to beat and seems to have found the perfect package in Kawasaki and the ZX-10R after several tougher seasons riding the Honda. After eight of thirteen scheduled rounds, the Northern Irishman has already racked up a massive 11 race wins from the first 16 races (placing second in the other five no less!) which currently translates into an incredible 133 point lead over second-placed man, his teammate Tom Sykes.

While 2013 World Champ Sykes seemed to be struggling at earlier rounds, Haslam and Davies were both strong out of the gates but roles have now reversed meaning that Sykes has moved ahead in the standings, thanks to a string of podium finishes from Imola onwards, leaving Haslam and Davies in third and fourth position.

The Misano round saw some wildcard entries in the shape of two-time World Superbike champ Max Biaggi, on the Aprilia, and Luca Scassa on the Ducati. Max's return was something of a media coup, with his pit garage looking more like a TV studio than anything else.

His results – sixth in both races – were perhaps, considering the ‘advantages’ his bike offered (Max was running with a variety of development parts that Haslam and Torres are yet to see) and the extensive track time he'd had prior to the weekend, not in line with the fans' expectations but he has another shot at the Sepang round in August. It remains to be seen as to whether he'll want to do more after that or be hanging up his helmet once and for all.

Scassa's weekend was unfortunately not to be – a fractured collarbone ruled him out after a crash in Friday's practice and he was forced to watch Ducati GP test rider Michele Pirro enjoy the rest of the weekend riding the Ducati Panigale in



his place. On the plus side for Ducati, Chaz Davies scored Superbike podium number 800 for the Italian manufacturer at the Misano event, swiftly followed by teammate Davide Giugliano clocking number 801...

The SBK field have been keeping busy with events out of the Superbike paddock. The Isle of Man TT saw four of the SBK contingent – Rea, Sykes, Davies and Guintoli, take part in a parade lap which they all agreed was a pretty special experience, and something of a baptism by fire for Davies who hadn't ridden on the road at all since gaining his license last year! The Goodwood Festival of Speed, another key event on the UK calendar, has put together a massive line up of racers, past and present, and will see Haslam, Camier and Davies riding the historic hill as well as Stoner and Rossi.

After disappointing results for Spaniard Nico Terol on the Althea Ducati, rider and team decided to go their separate ways post-Portimao, with Althea boss Bevilacqua drafting Niccolò Canepa

back in for the remainder of the season. Canepa finished second in last year's EVO category with the same Althea team.

Over in the Supersport camp, it's Sofuoglu who leads the way at the time of writing, but Frenchman Cluzel is not far behind. With four rounds still to run, this category is still wide open and despite the Turk's current lead, there are at least five guys still in the running for the 2015 title. It is a miracle Kenan is racing at all, considering the fact that his newborn child Hamza, just 2 months old, remains in a critical condition in hospital after being struck by sudden illness in May.

As strange as it might seem to be talking about championship titles when the season's end is still a few months away, the Superstock 600 category is already wrapped up, with Turkish rider Toprak Razgatlioglu (supported by fellow countryman Sofuoglu) lifting the trophy at the June round of Misano, thanks to having won five out of six races run so far.

Meanwhile in the Superstock 1000 class, frontrunners Savadori and Tamburini still have a fight on their hands, though with the category now set for an extended summer break, the two Italians will have to wait until September when they'll be back to battle it out for the title at the final two rounds.

Although the 2015 season is still very much in full swing, it's looking as if the 2016 calendar will shape up to be very similar to this year's with the return of Monza as a third Italian round but nothing new in terms of the emerging markets. Developments are afoot though, and the SBK Championship has recently signed an agreement with Motul which will see the lubricants company come on board as the series title sponsor in 2016. 







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## WINTERS 2015



At the end of a short ANDRA Championship season made even shorter by bad weather, we got to Willowbank for the Winternationals and the crowning of the new Australian Champions.

### TOP FUEL MOTORCYCLE

In Top Fuel Motorcycle, Mark Drew clinched back-to-back Australian titles and the event win.

"That is really good, the track has been killer all weekend, in the end we just did enough to win (rounds) to get through to take the win (in the final) and it is happy days as we have back-to-back Australian Championships, it's just great," said Drew.

All the West Australian needed to do to claim the title was to qualify and stage for the first round of eliminations.

The first round of eliminations started

with American Darian Guillory running Australia's first six-second nitrous pass, 6.907/189.58, the result on the Jim-Barchet-owned Suzuki.

In the semi-final round, Guillory was paired with Phil Parker and ran a fractionally slower 6.909/184.72 for the win. Parker's 7.118 (at a slowing 162.45mph) not in the hunt. That put Guillory into the final with Drew.

Drew started off with the first round bye and ran a 6.466/218.69. Alongside Chris Matheson in their semi-final pairing, Matheson's 6.968 trailed Drew's 6.425.

In the final, Drew's consistency continued with a victorious 6.447 (that made it three passes within .04-seconds), over Guillory's 6.861 which set an even quicker Australian mark for a nitrous bike.

This gave Drew his second ANDRA Gold Christmas Tree for the day and the right to display the '1' on his bike for the next season.

### PRO STOCK MOTORCYCLE

Lemberg's victory in Pro Stock Motorcycle capped off a fairy-tale





weekend for the Mackay resident on his father Ross Lemberg's Suzuki, which included a Top Qualifiers' medallion, the win and Low ET. Maurice Allen claimed his second Australian Pro Stock Motorcycle Championship.

"It feels awesome, it is a dream come true on our rookie meet, I couldn't be happier at the moment. Heading to the final we thought it could go a bit better and added a bit of fuel there, and it looks like it paid off! Dad is going to be stoked, we are just living the dream at the moment," said Lemberg.

In the first round of eliminations, Ryan Leamonth's .002-reacted 7.396 was too good for Locky Ireland's .206 and quicker 7.382.

Not to be outdone in the reaction

time wars, Allen whipped out a .001 against Luke Crowley but slowed dramatically when third gear let go. That allowed Crowley to take the win with an 8.30. Glenn Wooster also grabbed a holeshot win with his .024-reacted 7.314 too good for Scott White's .105 and 7.289 package. Rounding out the first round was Lemberg who earned the first round bye and ran a 7.19.

Wooster kept the focus and ran a .015 reaction and 7.443 for the win against Crowley's .162 and 7.721 in the first semi-final. Learmonth left on Lemberg with a .068 but didn't go much further as Lemberg took the win with a 7.158 for the other place in the final.

Lemberg went on to lower the ET even further in the final with a 7.146

for the win from a redlighting Wooster.

Lemberg adding, "Dad is going to be stoked, and so will our sponsors VP Racing Fuel Australia – Pauly and Johnny do awesome things for us and have helped us out for a number of years. R and H Transport Services from Mackay have also come on board this year."

## COMPETITION BIKE

Just by qualifying, Ross Smith wrapped up his second consecutive Australian Competition Bike Championship. He also top qualified and then enjoyed some good fortune with red lights in the other lane to take home his second Gold Christmas Tree of the weekend by winning the final over Rob Cassar after eliminating Tony Frost, Andy Roberts and Niki Zakrzewski.

**Clockwise from top left: Ace Edwards, Darian Guillory, Brad Lemberg, Kerry Ellis, Ian Read.**





**BOTTOM MID:**  
Ross Smith.  
**BELOW MID:**  
Mark Drew.  
**BELOW RIGHT:**  
Phil Parker.



"This is the first Winterinternationals tree and we were glad to get it," said Smith. "Earlier in the day we took out the Australian Championship again, so that's awesome! I've got to thank my wife and my young bloke for their support, without them, none of this would happen."

### MODIFIED BIKE

Ace Edwards scored an emotional final round win as he took home the Gold Christmas Tree with wins over Jessie Barbele, Tammy Goldthorpe, Brian Alvisio and newly crowned Australian Modified Bike Champion Ian Read in the final.

With Edgell Mallis out in the first round, Joe Khoury and Read went round for round all day in their hunt for the Modified Bike Championship.

In the end Khoury defeated himself with a red light in the quarter final, allowing Read to claim the Championship with a win over Karl Pacey in the same round.



### NEW NATIONAL RECORDS

**C/AB Blair Pennington 8.219**

Blair Pennington claimed a new C/Altered Bike record, snatching the honour away from Ross Smith who had previously set an 8.321 marker.

**AA/MB Kerry Ellis 7.429**

Kerry Ellis top qualified in Modified Bike with a new AA/MB record of 7.429 seconds to crush the previous record of 7.550 set in January 2002.





**ATURA**

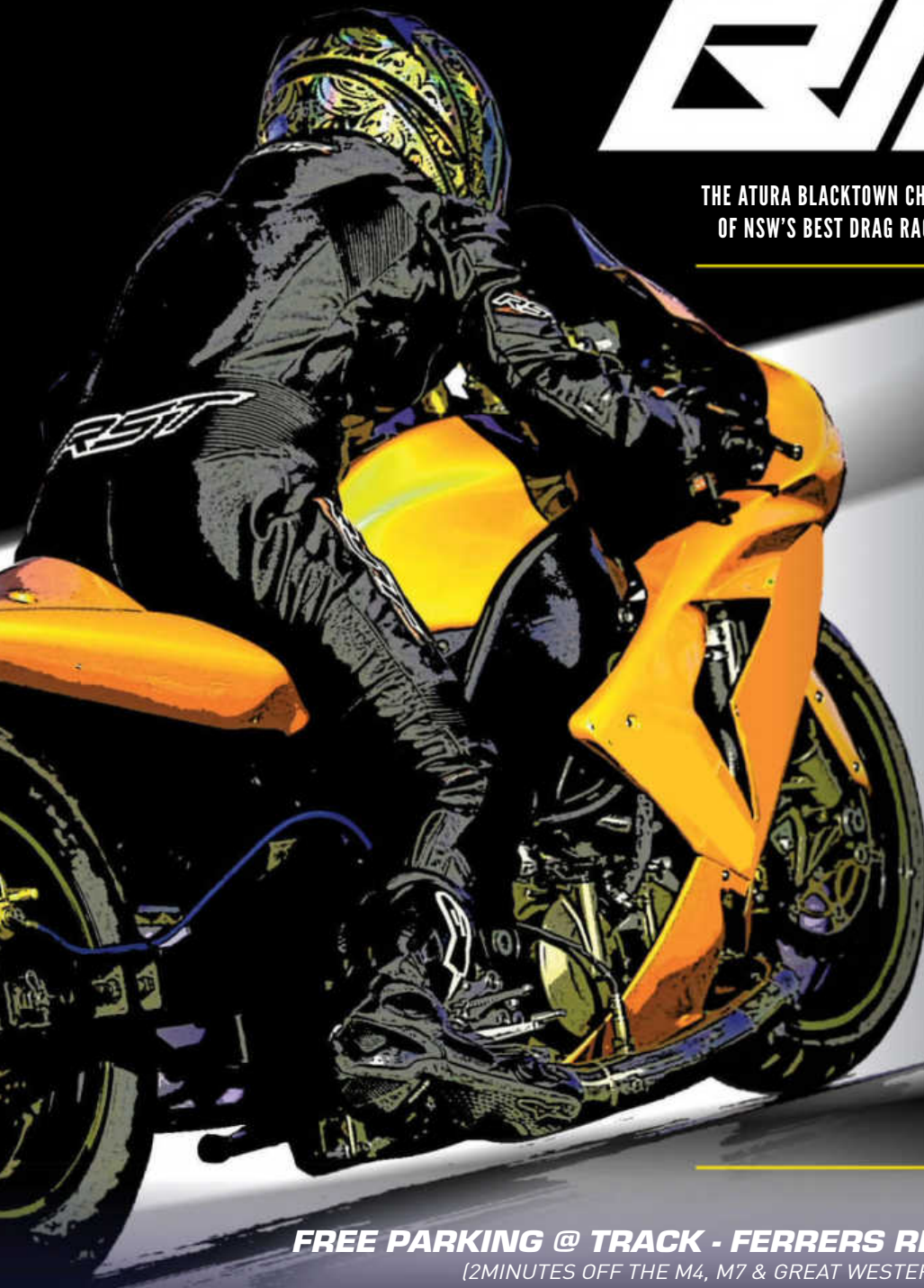
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Winter's over and it's time to put away the tools and winter projects and get ready for riding weather. Do that final oil change, service and pick up a new set of tyres so you'll be ready to take advantage of the good weather! It's a great time to brush up on riding skills with a course too!

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REAREND



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### 2015 MOTOGP

13 September, ..... Misano - San Marino  
 27 September, ..... Motorland - Aragon  
 11 October, ..... Motegi - Japan  
 18 October, ..... Phillip Island - Australia  
 25 October, ..... Sepang - Malaysia  
 08 November, ..... Valencia - Valencia

### 2015 AUSTRALASIAN SUPERBIKE CHAMPIONSHIP & AUSTRALIAN FX-SUPERBIKE

25-27 September, ..... Wakefield, NSW  
 23-25 October, ..... Winton, VIC  
 4-6 December, ..... Sydney Motorsport Park, NSW

### 2015 ASBK CHAMPIONSHIP

11-13 September, ..... Symmons Plains  
 23-24 October, ..... Phillip Island

### 2015 HONDA RJA'S ROAD RACE SERIES

7 November, ..... Rnd 6, SMSP, NSW  
 8 November, ..... Rnd 7, SMSP, NSW

### 2015 WSBK CHAMPIONSHIP

20 September, ..... Jerez, Spain  
 4 October, ..... Magny-Cours, France  
 18 October, ..... Losail, Qatar

### 2015 SYDNEY MOTORCYCLE SHOW

20-22 November, ..... Olympic Park, Homebush

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